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A COMPREHENSIVE GUIDE FOR THE MODELLER

PART THREE



Colour profiles by
Jerry Boucher

Scale plans by
Arthur L. Bentley

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Quick Build: Ki-115 Tsurugi



Emil Bf 109E-4/7

WIN
A HAWK
1/32



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Henschel Hs 129
Short 184
Waco CG-4A
Boeing 737



Colour Washes

It is very easy to make a mess with colour washes, so a degree of caution is advised if a lot of hard work is not to be spoiled.

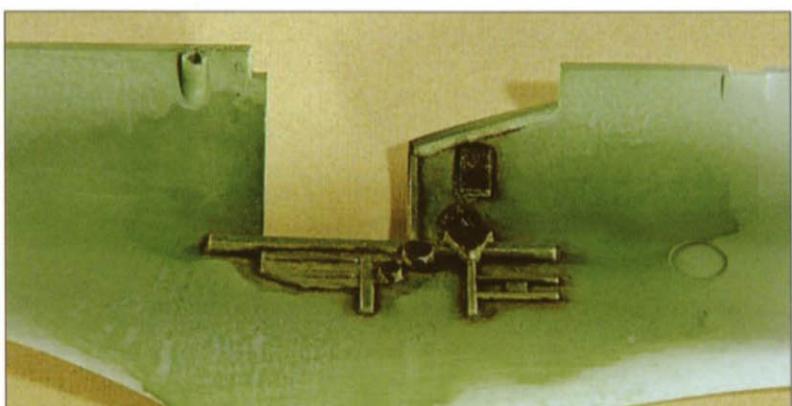
■ 1 You will be using oils or enamel paints diluted with white spirit, so always make sure the base coat has properly cured before applying the wash.

■ 2 Don't apply the wash to a matt surface. Paint a coat – or two – of Johnson's Klear onto the area first. Unless you take precautions the thinning agent employed will cause the paint to wrinkle – unless you have been very patient and left the kit to dry for a very long time!

■ 3 Make sure the wash is thinned enough to allow a capillary action to spread it around the detail. Colour washes can be very difficult to control, and the more of the mixture you apply to the model, the more chance there is of making a terrible mess. Mix the paint and thinner up on a pallet, keeping a small cup of the



1 A black wash can have a beneficial effect on undercarriage components

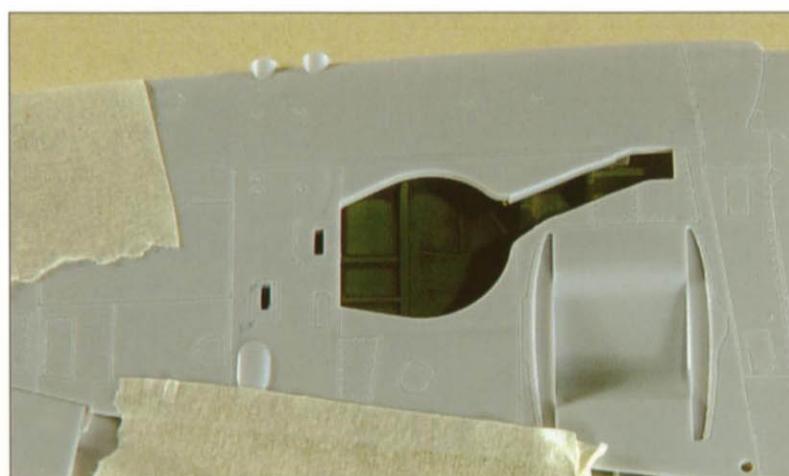


2 The wash is in effect an exaggeration, and bears little relation to the real appearance of the cockpit interior. Its purpose is to make highlights stand out when viewed through the cockpit canopy

thinner to hand to dip into. A medium sized brush will be fine. You don't need a fine tip as

you are not trying to paint detail. The mix should be thin enough so that a simple touch of the brush to the surface of the model will allow the wash to flow around all the moulded detail. Remember, standing pools are not required. Use less rather than more.

■ 4 Don't overdo it. Leave well enough alone. Remember that aircraft cockpits aren't usually



3 Washes work well in wheel wells. Like so many weathering and highlighting techniques the effect is not strictly authentic, but does enhance the model

the kind of filthy cesspits into which we could turn them with injudicious use of weathering techniques. The aim of the wash is simply to highlight detail, not to simulate dirt. A lot of the techniques employed in detailing interiors are designed to exaggerate and create an impression rather than to replicate what is actually there.

Thinner

Make sure you use clean white spirit or thinners to mix the wash. DON'T dip the brush into the foul receptacle you use for general brush-cleaning, as this will corrupt the colour wash, and make it look even worse.



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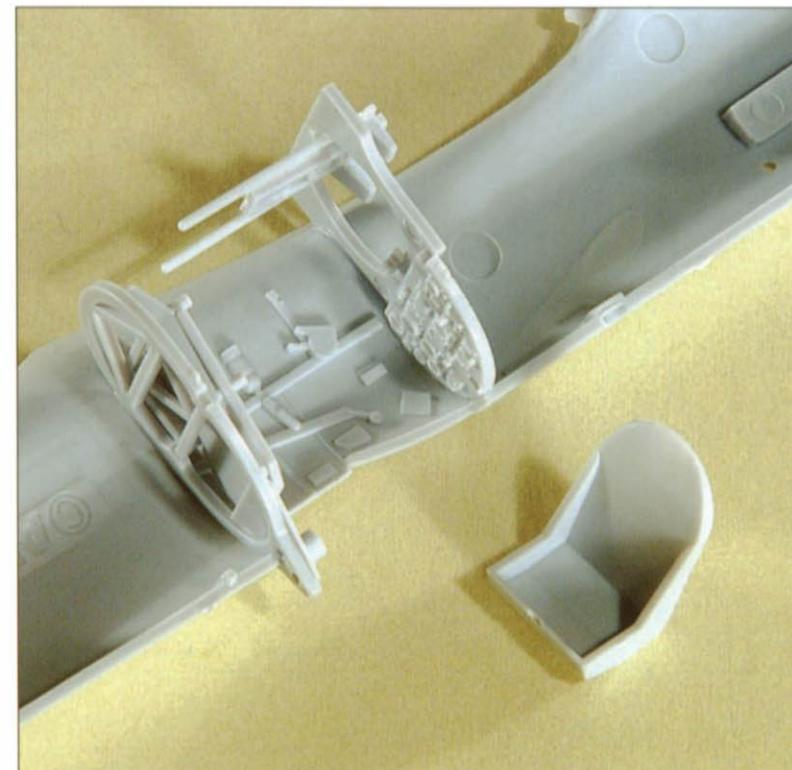
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To Detail or Not?

While many kits today offer excellent interior parts, there are just as many that do not, and it is down to modellers to decide what level of detail they wish to put into any given model. Depending, again, on the age and make of the kit in question there are a number of factors that may be pertinent.

■ 1 Many old kits will have little more than a seat and a mutated pilot figure. This may not pose a problem in some cases, as the thickness of the canopy will make it almost impossible to tell what lies underneath. That being said, it is generally possible to see the lack of seat harnesses through even the worst canopy, and this, if nothing else will need to be addressed.



1 Some kits provide all the parts you need



What do you want to do?

Detailing an interior will usually involve leaving open the canopy, which can change the character and appearance of an aircraft drastically. Canopies that slide back along the spine can change a model for the better when opened. Those that hinge upward merely look odd, while those that dangle off the side – like the Me 109 or the BAe Hawk – can transform an attractive model into a disjointed pile of components.

position and will find themselves obliged to fill up the interior or be confronted with an incomplete model.



2 Others may be regarded as a blank canvas

■ 4 As with so many aspects of modelling, it is down to individual taste. There are modellers who meticulously add detail to the interiors of aircraft before closing it up completely within the fuselage, never to be seen again. Other more indolent types regard open cockpits as a blight, and do as little as they can get away with in order to speed the model on to the painting process.



Using Kit Parts

Most modern kits feature enough parts to provide the basis for a complete interior. When using kit parts, the following should be noted.

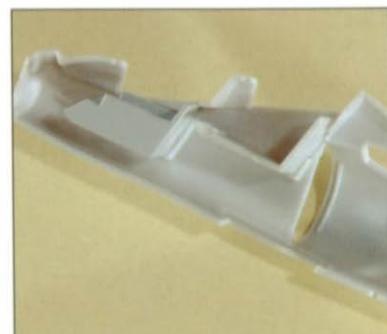
■ **1** Dry-fitting is essential, as the actual point of location for cockpit tubs, floors etc is frequently vague or inaccurate. A lump of Blu-Tack can be usefully employed to hold cockpit floors and bulkheads in place, and is almost as useful a helpmate as your cocktail sticks and small length of timber. This will be especially helpful when it comes to dry-fitting the instrument panel, which is a common problem area.

■ **2** Cockpit walls are a prime location for ejector-pin marks, so make sure everything is cleaned up first.

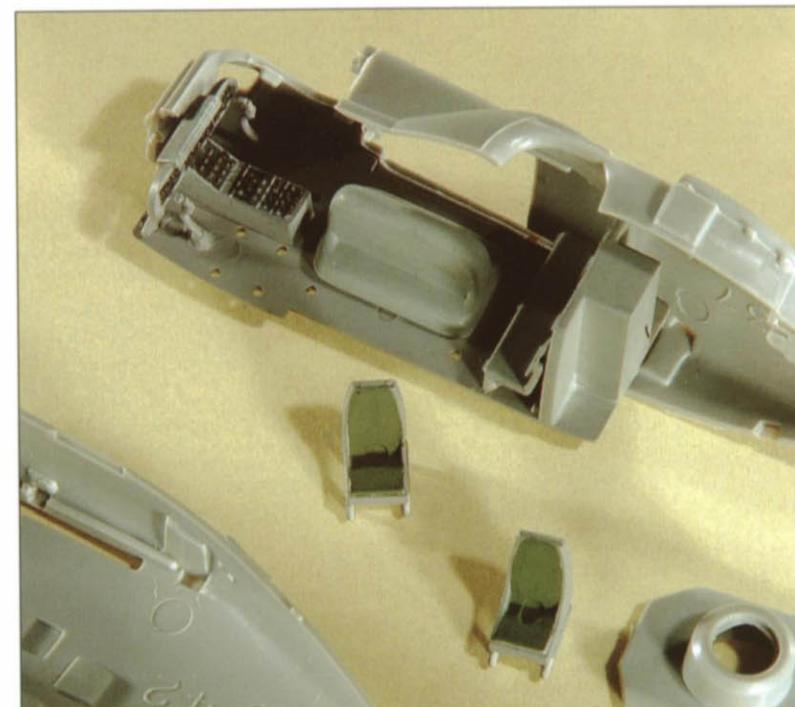


3 Airfix's Lynx interior is more than sufficient if the cabin is to be closed up

■ **3** Bear in mind that the kit parts may be bowing to manufacturing expediencies, and may not be accurate. It is not uncommon, when fitting different marks of the same aircraft, for manufacturers to provide the same set of cockpit



1 Location of cockpit tubs can be uncertain



2 Working with kit parts

parts. This may, of course, be a matter of sublime indifference to you, but to some it is paramount. Kit seats are very often mere approximations, and may need replacing altogether, as they are prominent features. Instrument panels too tend to be vague.

Decals for instruments are often employed, but can lend a two-dimensional and toy-like appearance to a model.

■ **4** Most kits will have very wide cockpit sills, designed to have thick injection-moulded

parts glued to them. These will need to be thinned down if the canopy is to be posed open. Alternatively they may have a flimsy vacform canopy which will need some kind of beading glued to the sill for attachment. Smaller components like control columns, rudder pedals and ejection seat firing-handles are often out of scale and cast too thick. Replacing these with



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Dry-Brushing

Dry-brushing techniques can be used either to highlight detail or to simulate weathering, although the latter is more frequently employed by modellers of AFVs, where sharp-edged and more angular surfaces assist the technique.

A flat brush is best employed. This is dipped in the chosen colour and then wiped thoroughly with a dry cloth so that only a tiny residue of paint



1 Engine painted matt black



2 Dry-brushed with Humbrol 56



3 Subtle dry-brushing highlights the detail on the Harvard's engine



Brushes
Keep separate implements for dry-brushing. It will wear bristles out quickly and soon render a brush unusable for normal painting.

and other mud-dwelling machines, but used sparingly the technique can bear dividends.

Areas that can benefit particularly from the technique are wheel wells, where there is good ribbing detail, ejection seats, which can be transformed with a simple pass of the brush, instrument panels and undercarriage components.

remains. This can then be dragged over surface detail, and will have a highlighting effect.

Colour is a matter of taste and circumstance. Generally the base colour mixed with white is best, although Humbrol 23 tends to work very well on cockpits painted with Humbrol 78. For a subtle effect try dry-brushing several coats

of progressively lighter colour, ending with plain white on the absolute highlights.

Dry-brushing can very easily be overdone, especially on rounded surfaces where the highlight is less clearly defined. Brushing silver onto a black engine is easy, but getting a good effect on a paler base coat is less easy.



Kit Parts – What's Missing?

Areas that frequently require attention are:



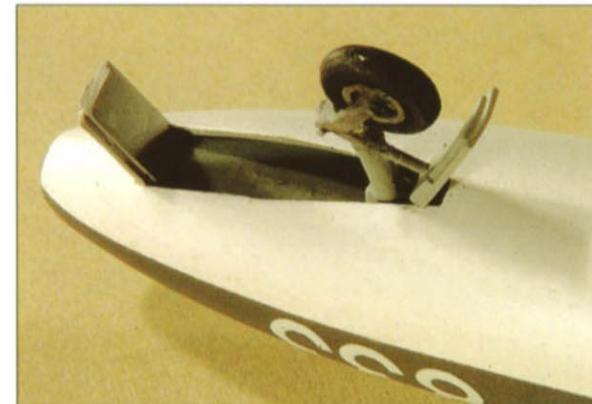
1 Jetpipe



2 Intakes



3 Wheel wells



4 Nosewheel bay

While you're geared up for scratch building, and in the mood for some drastic measures, you might choose to take a look around the model and ascertain which areas will require attention. Obviously some areas will need rectification before assembly commences, so now is the moment to make some decisions. The usual trouble spots are:

■ 1 Wheel wells. Are they boxed in? Is there any detail? This is always a tedious chore, and one that crops up when you least expect it, from manufacturers who should know better. Time

consuming and tedious, a boxed-in wheel well is a must on any airframe.

■ 2 Jet intakes. Can you see what is in them? Is there any attempt at representing ducting or blanking plates? It's an aircraft, not a donut, so you shouldn't be able to see right through it.

■ 3 Jetpipe. Like the intakes, this needs to be more than just a gaping hole.

■ 4 Nosewheel wells. Frequently these are only a couple of millimetres deep, which is unconvincing to say the least.

■ 5 Wing gloves. Variable-geometry aircraft, such as Tornados, suffer from a lingering belief on the part of manufacturers that they are making kits for young children, who want to wiggle the wings about. If you don't want to wiggle the wings of your Tornado about, and want to pose it with its wings in the usual position for an aircraft at rest – i.e. forward – you must either perform a tedious and tricky bit of surgery, or put up with another great big hole. The reader is invited to consider again the previous comments regarding aircraft and donuts.

Of course, some kits are perfect, and you won't need to worry about any of this...



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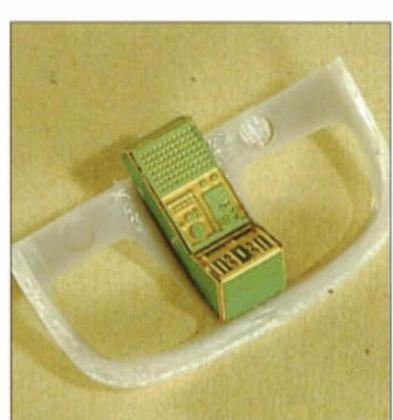
Using Brass in Cockpits

Etched brass parts in cockpits can build up into very acceptable replicas, as long as the following guidelines are born in mind.

■ 1 Brass needs to be attached to plastic with superglue. This is best applied with a sharp cocktail stick in conditions of surgical cleanliness.

■ 2 It is advisable to assemble the entire cockpit before painting anything. As with injected parts, avoid the temptation to paint small brass items on the fret, as this will only result in a mess later on.

■ 3 Brass parts need to be trimmed from their fret very carefully. Hold the fret down on a hard surface – a spare bathroom tile or a glass block is ideal – and cut with a sharp No. 10 blade using a rolling motion. Edges will need to be cleaned up with small file, taking care not to bend the component out of shape.

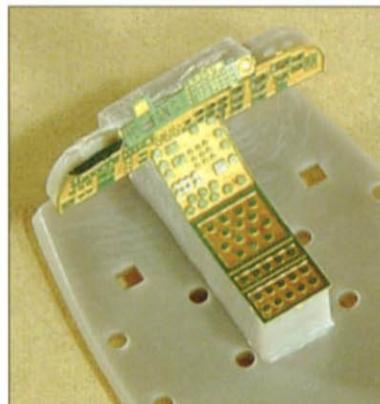


2 Overhead console

■ 4 Many brass parts need to be bent to shape. There are special tools available for this purpose, but if you do not have access to one you can use the edge of a Stanley blade to bend the parts round. This won't



1 Working with kit parts



3 Instrument panel



4 A mass of detail for those with a steady hand



Hold tight!

When trimming parts from a fret, make sure they are held down, as etched components have a tendency to spring off into the void when cut. You may be sure that you will not find them until long after the kit is completed.

among the worst offenders! It may be possible to attach some smaller items with dab of varnish.



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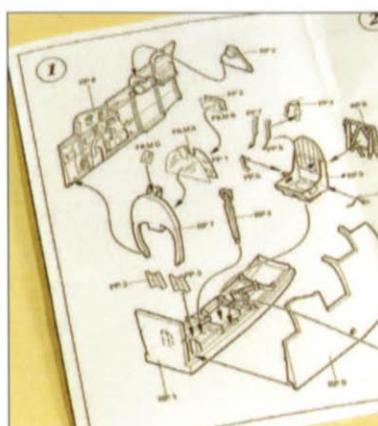


Using Resin in Cockpits

The biggest problem with resin cockpit sets is getting them to fit properly inside the model. As with brass, sets tend to be designed to fit a particular manufacturer's kit, but resin will need a lot more preparation and dry-fitting to get the whole thing knocked into shape. Things to watch out for:

■ 1 Small details can be brittle, so the modeller needs to be deft and rigorous at the same time. Sanding down a cockpit sidewall requires a firm grip on the part, and this can lead to damage. Holding the piece within a cotton wool ball can help to cushion this effect. It may also help to press piece of Blu-Tack over the part, to stop bits getting knocked off.

■ 2 It may be necessary to whittle away at the inside of the aircraft fuselage in order to get the parts to fit. This is best done with a sideways scraping motion of a No. 10 blade, followed by a heavy application



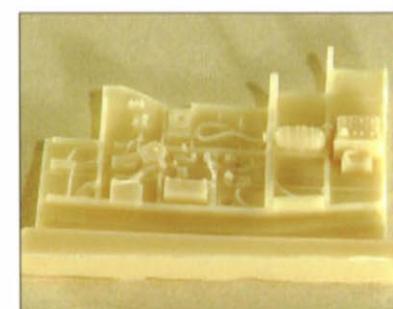
1 Typical breakdown of a resin cockpit set

of wet-and-dry. Do not hold back during this operation. Taking off too much plastic from an interior wall is rarely a problem.

■ 3 Don't commit anything to superglue until you are absolutely sure of the fit. A thinned down sidewall will not come off in one piece if you try to relocate it. Take special care with bulkheads and instrument panels that have to fit across the width of the fuselage. They very rarely fit, and will need

careful sanding and trimming. Dry fit and trim first – you will almost certainly end up hacking that beautifully finished instrument panel to pieces if you try and paint it first.

■ 4 Bear in mind that water can be used to accelerate the action of superglue, but that it is best employed sparingly, and only in areas where the



2 Spitfire sidewall showing beautifully cast detail

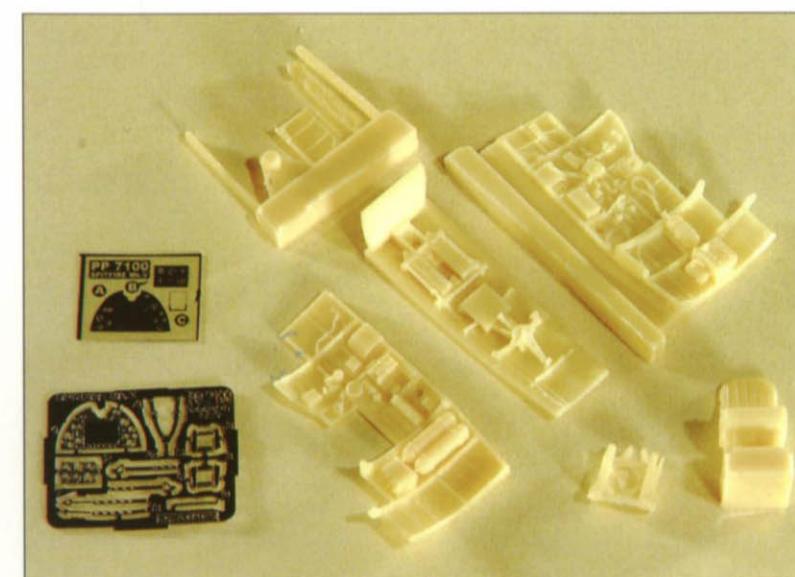
resulting bizarre reaction will not be visible – for instance on the underside of cockpit tubs etc.

■ 5 Again, do not attempt to pre-paint parts unless you are absolutely sure of their fit. Even then try to leave a bare spot for the application of glue. This can be done with a careful application of masking fluid.



Cockpit floors

Where a one-piece wing has to mate up to the bottom of a cockpit aperture, it is easy to overlook the thickness of a resin cockpit floor, which may then foul the top of the wheel wells and prevent the wing from fitting. Check this before assembly.



3 Aires' Spitfire set in its entirety



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Scratchbuilding & Improving Parts

If you are unwilling to employ resin or brass, but want to add more detail to your cockpits, then there are some easy scratchbuilding techniques that can help.

■ 1 Stretched sprue is a favourite material of most modellers. This old party trick seems to have as many uses as there are models themselves. The technique is easy enough to master. Take a length of sprue and a naked flame – a candle or a cigarette lighter will do the trick. Hold the sprue above the flame and slowly revolve it. Don't allow it to catch alight. When it starts to sag, pull both ends apart and you will find yourself with a length of plastic thread. Experimentation will enable you to make this thicker or thinner at will.



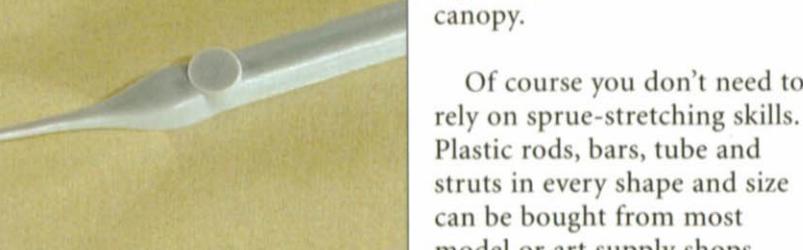
1 Flat sectioned sprue retains its profile when stretched

■ 2 Sidewall framing can be easily replicated using stretched sprue. Likewise wiring and cables. Stretching transparent sprue gives you a thread of a less brittle nature which can be employed to make whip aerials. Bear in



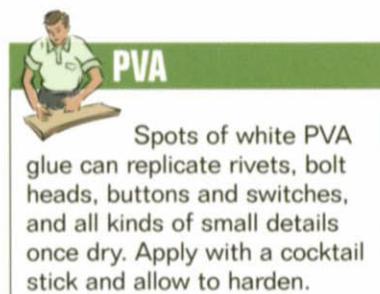
2 Hours of fun for all the family

mind also that the stretched sprue will retain the shape of the original piece, so if you have the patience to whittle a piece into a hexagon, you can manufacture bolt heads simply



■ 3 A dab of white glue on the end of a short piece of stretched sprue can make an effective control knob or lever

■ 4 A favourite method of manufacturing instrument panels requires a sheet of thin white card sprayed black. Mark out and drill the dials on this,



PVA

Spots of white PVA glue can replicate rivets, bolt heads, buttons and switches, and all kinds of small details once dry. Apply with a cocktail stick and allow to harden.

glazed with varnish. Although not strictly accurate, the exaggerated effect gives a favourable impression, especially when seen through a canopy.

Of course you don't need to rely on sprue-stretching skills. Plastic rods, bars, tube and struts in every shape and size can be bought from most model or art supply shops.



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Henschel's Tank Buster

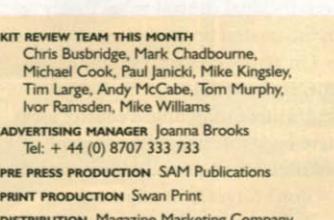
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Andrew Eaton models Italeri's Waco CG-4A Hadrian assault glider



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Editorial

Reality check

Aircraft and people have much in common. They each have their individual quirks and foibles, idiosyncrasies and habits that may be unique or generic. In the case of aircraft, observant modellers can exploit these to add greater authenticity to their models.

Deflecting control surfaces is one of the simplest ways of improving a kit, but be careful. A quick scan of the competition tables at recent shows revealed some obvious examples of 'overdoing it', or simply not understanding the fundamental principles of flight. Most glaring were aeroplanes with both ailerons set up or down in unison. True, on some early pioneering types ailerons did droop until flying speed was achieved, and on some carrier-based aircraft (the Sea Fury, for example) ailerons do move both-up or both-down when the wings are folded, but those aside they usually move in opposition. The range of movement of aircraft control surfaces is often surprisingly small, and with ailerons the maximum downward movement is often less



than the upward, to offset the effects of adverse yaw. I'm not suggesting use of a protractor to measure precisely, but a modest 'eyeballed' deflection will create a better sense of realism than full-on 'up' or 'down'.

I have an old friend and mentor, doyen of the model shop trade (I'll not name him as he's an ever-modest and self-effacing fellow), who, whenever I showed him my latest

creation, invariably looked into the cockpit to check that any aileron/elevator/rudder deflection I'd incorporated was mirrored by the position of the controls. Pedantic, perhaps (and you don't need to worry with scarcely-moving sidestick controllers in modern aircraft equipped with fly-by-wire systems), but I am reminded of a 'Model of the Month' featured in a magazine many years ago. It was Nichimo's huge Cessna 172, beautifully modelled with ailerons suitably displaced, but I trust that the 1/20 scale pilot who was striding towards it planned to do a thorough pre-flight check, because through the open cabin door could be seen the dual control yokes firmly set in the neutral position!

On aeroplanes with simple cable-operated control systems, elevators frequently droop unless control locks have been inserted or the control column lashed securely with seat belts — don't forget to configure the cockpit accordingly! And if you choose to add a little interest by offsetting a nosewheel, check whether there is a direct steering linkage to the rudder which only disconnects once weight comes off the nose oleo to stop the wheel 'steering' in flight. If so, on the ground you can't move one without the other.

That's fairly routine stuff. There are subtler nuances that, incorporated in a model, reveal good research or thorough knowledge of the subject. There are, for example, perfectly legitimate 'tail-sitters' in the full-size world. With wings folded, little fuel and no crew aboard, parked Grumman E-1B Tracers sat back on their tail bumpers. So if you're combining Falcon's vacform 'Willy Fud' parts with a Hasegawa Tracker, or building the Mach 2 kit and doing a

wing-fold job, you can put away the lead shot ballast and look smugly superior when your club mates deride you for not adding enough weight.

Everyone knows (don't they?) that the flaps and inner landing gear doors of parked P-51D Mustangs droop as the hydraulic system is isolated on shut-down. But perhaps less well known, and seldom duplicated on models, is the distinctive feature of those many aeroplanes powered by Pratt & Whitney Canada's PT6 and other free-turbines. When such engines are shut down, propeller pitch changes to the feathered or 'Beta' position, so as-usually-moulded coarse pitch props will always be inaccurate. Conversely, on the rival Garrett TPE331 engine the propeller goes to flat pitch. Take a look at photographs of Embraer's PT6A-powered Tucanos and one of the RAF's Shorts-built, Garrett-engined examples and you'll see the difference. If you are building a Twin Otter, T-34C Turbo Mentor, Pilatus PC-9, Beech Super King Air or any other of the myriad aircraft driven by the ubiquitous PT6, remember to twist the blades of your props edge-on, or yours will be a model of an aeroplane in need of engineering attention.

Weathering can easily be overdone, but even when subtly applied it may still shoot you in the foot. I recently saw an immaculate large-scale model of a WWII fighter whose builder had skilfully weathered its camouflage, revealing bare metal in just the very places where paint would be worn, scuffed or eroded in service. Except...the modeller carried over this technique to the fabric-covered control surfaces, showing bare metal on ribs and trailing-edges. If you can see bare metal through a fabric-covered surface it is long past time for a re-cover and may prove lethal if flown.

These are just a few examples. In all probability, almost any aeroplane will have some distinctive trait. Access to the real thing is clearly the best way to discover it, or you could try asking the man who owns one. But failing that, thorough examination of photographs, Pilot's Notes or an operating handbook may reveal an opportunity to incorporate some telling feature that will identify you clearly as 'One Who Knows'.

Mike Terram

Managing Editor
Scale Aviation Modeller International

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News Update

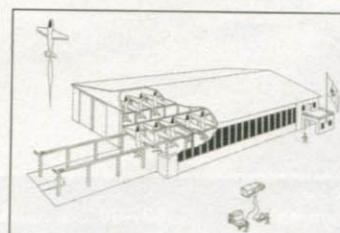
What will have been your abiding impressions of Scale Modelworld 2005? For some — including the present author — it will have been the excitement of a vast uncontrolled shopping spree, interspersed with frequent pit stops to consume tea and review the purchases, while simultaneously planning the next entirely unnecessary assault on the faltering bank balance. For others it will be the sense of camaraderie, family even, felt in the presence of so many fellow modellers under one roof. For many — we like to reassure ourselves — it will be the feelings of awe and humility at the sight of some of the models on display, built by grandmasters to a standard some of us can only dream of achieving. Don't you hate those guys?

For the editorial staff of Scale Aviation Modeller International it will, no doubt, be the languorous clink of champagne glasses in thickly carpeted hospitality suites, offered by smiling hostesses, along with plates of microscopic food from the elegant but inevitably disappointing buffet. Either that or the accusing fingers of irate readers pointing at them across the sales stand demanding to know why they don't feature more Luftwaffe, how they have the gall to devote any less than 15 pages per month to biplanes when everyone knows they are more interesting than jets, and when they are going to stop blathering on in the news pages about injection-moulded Gannets when clearly there are less than a dozen people on the planet who care.

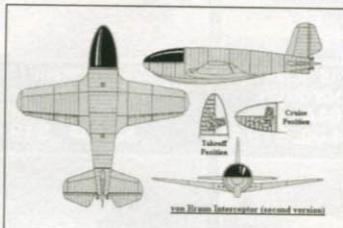
Very well. Here, shorn of all such reference, is the news.



A&V continue to turn out new models at an astonishing rate. As promised, the von Braun Interceptor II (#1411/£28.20) has arrived. On July 6, 1939 von Braun made a proposal to the RLM for a rocket-powered VTO (Vertical Take-Off) interceptor. Readers will, no doubt, be familiar with the work of von Braun, who seems to have been the very archetype of a Nazi rocket scientist. Much of the Luft '46 material is



dismissed as fanciful, but von Braun's aircraft were given serious consideration as practical designs. Of particular note is the method by which they were designed to take-off vertically from parallel rails on which they would be 'hung' inside their hangar. Ground radar would locate the targets, and graphite vanes in the rocket exhaust would be used to guide the aircraft in its initial launch phase before the pilot took over to effect a manual interception.



Put into context, A&V's output doesn't seem nearly so obscure.



Academy have released another kit in their 'Ground Equipment' series. This latest is an Opel Blitz cargo truck (#13404/£7.99). Academy seem keen to market these models to the aviation fraternity, as all the box arts feature aircraft prominently in the background. Who are we to argue? The kit features a choice of wood or metal cabs, and provides us with an opportunity to suggest October as the latest hinted-at arrival date for the Helldiver (#2220).



Remember the Koolhoven FK-51? How could you possibly forget — we've been harping on about the thing so much of late?

Following the release of the MPM kit a couple of months ago (see Reviews) the Czech conglomerate has issued a Spanish version under the Azur label. Now, you might suppose this involves little beyond a revised decal sheet, but you would be wrong. The kit has new wings and fuselage in order to reflect the prototype, which employed those from the Dutch first series. Essentially it's a different aircraft with the same designation. FK-51s were used in the Spanish Civil War by the Republicans, mainly as reconnaissance aircraft and light bombers, also serving as temporary fighters. When the war ended they served out their useful life as training aircraft. The kit offers four camouflage schemes from the Republican Air Force. Now we are all 'Koolhoven literate'.



Just to keep you in the Classic frame, the early Me 109 (#4123) family is due to follow shortly, and expected 'around October 2005'. Imagine how useful it would be, then, if some enterprising publisher were to bring a book out, shortly thereafter, aimed specifically at modellers who wish to build early marks of this popular aircraft...



Also new from Classic is the Hawker Hurricane Mk I with fabric-covered wing (#4103), while watchers of Hannants' website have been heard gabbling excitedly over the Westland Walrus (#4105) listed in their future releases. Steady chaps!



Latest releases from CMR are the VEF Irbitis I-16 (#152/£16.75), a

Lithuanian fighter prototype, and the Horten Ho IVa. This latter has been prepared according to genuine period German documentation. Subsequent impending releases will include the Westland Wapiti Mk II (#139), the Fokker C.VD RR (#1440) and the Hughes 1B racer (#148), which will feature both versions, with either short or long wings.

Given the furious rate of production we have come to expect from CMR it seems not unreasonable to expect that these will all appear shortly — and probably before those long-awaited Buccaneers.



The Lancaster B Mk III is, of course, well known for its role in the Dambusters raid. Inevitably Hasegawa's 1/72 kit is expected to arrive in November, with newly tooled parts included for the Dambusters' customised gear and bouncing bomb. Also coming from Hasegawa in November is the single-seat 'E' version of the Super Hornet, in 1/48 scale. Stores for this are



generous, and include an AN/ASQ-228 ATFLIR pod, four drop tanks, two AMRAAM and two AIM-9X. Decals will be provided for multiple aircraft.



Just in case you had been hearing mysterious rumours about Heller vanishing in a puff of smoke, the following information has been received from official channels:

"On the 30 May 2005 the Heller Management completed the buyout of Heller SA, including the German subsidiary Heller GmbH, from Hobby Products Group Ltd. Whilst Heller SA is now an independent French business it will continue to work closely with Humbrol in development manufacture and distribution of paints, model kits and toys."

So there you have it. Not as exciting as a 1/48 Sea Hornet, but news nonetheless.



I suppose you want news on that kit? The TSR 2 (#07004/£16.99) looms closer, but not so close that we can give you anything more concrete than a vague intimation that it will be here for the IPMS Nationals. So will everything else, apparently, so one hopes its thunder won't be stolen on the day by the sudden arrival of Special Hobby's 1/48 Skua. In the meantime here is a test shot to whet your appetite.

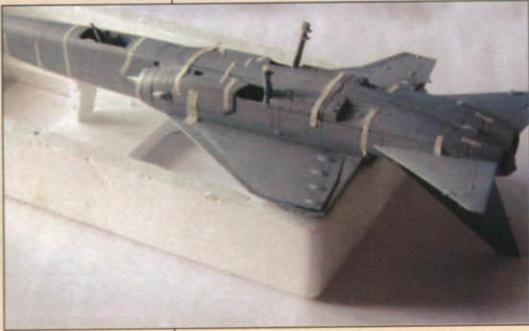
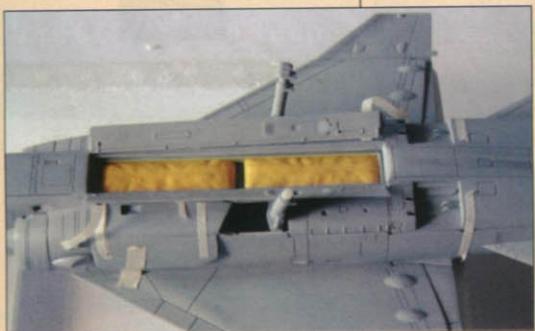
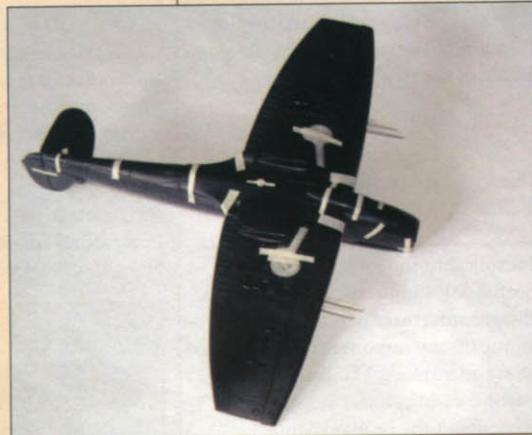
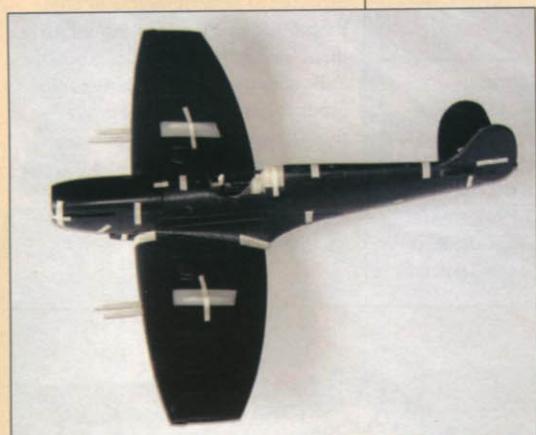
Of course it can't be even nearly ready, as if there were even a sniff of its impending arrival Eduard would have brought out any number of etched sets for it. Likewise the 1/48 Spitfire IXc (#05113, £10.99).

Never mind all this big stuff. Do you want an Airfix Jetstream? If so, then join the Airfix Classic Modellers



(#07100) and will be converted to a Sea Mosquito using resin and white metal parts, including wing-fold inserts, new undercarriage legs, torpedo, radome nose, four-bladed propellers and arrestor hook. Both are expected by February, but don't expect to see them in the shops!

Sadly, no resin parts accompany the Jetstream reissue, but if we'd all gone and jolly well joined the Airfix Club when this was being debated we could have voted not only for a resin update



Club and you will be able to buy one of a limited edition of 500. These are available to club members only, and the reissue is the first in what is expected to be a series of members-only collectable classics. The next two

planned — as voted for by members — will apparently be a Supermarine Spitfire Mk IIa in 1/24, and a Mosquito TR.33 in 1/48. The Spitfire will be a conversion of the original MK Ia (#12001) and will represent

the Battle of Britain Memorial Flight aircraft as it flies today. Kit extras are an added resin propeller and six-stack exhaust along with two decal schemes for Mk IIa or Vb. The Mosquito TR.33 is based on the original FB.VI

for this, but also for all our other heart's desires as well.



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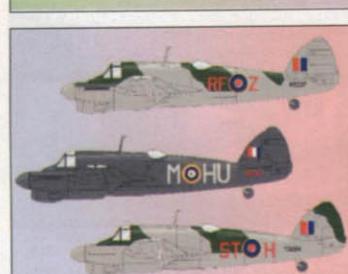
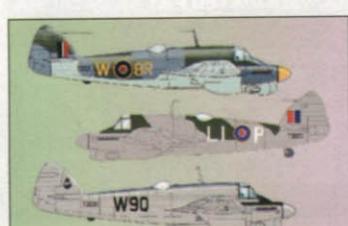


BRISTOL
BEAUFIGHTER II

789 and 798 FRU, R.N. FLEET AIR ARM



We didn't dare believe it could be true — but here it is: High Planes, not content with satiating Mr Tim Large's appetite for Canberras, have indeed come through with a Fleet Air Arm Bristol Beaufighter II (#7280/£20), which comes with metal undercarriage



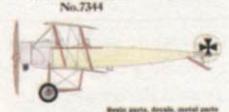
vacform canopies and etched parts, including antennae. Markings are for

789 and 798 Squadrons.

For those 1/48 modellers feeling left out (cries of 'shame' and 'spoon-fed') High Planes offer a decal sheet featuring markings for the same aircraft (#4811/£11.99).

HR model

Fokker M 10 Z
Resin kit 1:72
No.7344



Fokker M 10 Z

HR model
Czech republic



HR model

Have you finished all those Avia 534s yet? If so, you will be ready for the next 1/72 resin kit from HR, which is the Fokker M10Z (#7344/£17.60).

Aero A.26
Resin kit 1:48
No.4818



Future releases from HR will include the Aero A.26 (#4818/£31.75) in 1/48.

LEGATO KITS

Just when it seemed there would be nothing in the news to appeal to the Managing Editor's unusual tastes in aviation, up came the Legato SK-1 Trempik (#06872/£20.45) in 1/72.

The Managing Editor nods sagely. "Ahh, a Trempik!" he intones knowledgeably, while the rest of us go scurrying off to find our Encyclopaedias of World Aircraft. Yes, a Trempik indeed.



Aha! Something had to turn up sooner or later. MPM have been preparing this kit for a long time. Finally it's out! Yes folks, it's the new 1/72 Lockheed Hudson Mk I/II (#72518). The kit offers decals for three RAF aircraft participating in the Battle of the Atlantic.



Inexplicably, the prospect of a 1/48 Seafire Mk 45 in resin (#13448) from this manufacturer has failed to stimulate any response from the above-mentioned Managing Editor beyond an impatient "Yes, yes – but what about the Leopard Moth (#15348/£35.25)?" What indeed?



Once again we find ourselves caught out by the 73 bus syndrome, whereby you wait a long time and then a whole load turn up at once. This month we have been astounded by the arrival of the Bv 138 (#4368/£19.99) from Revell, which has followed hot on the heels of the Italeri reissue. Excellent. So now we have a pair of clogs.



Monthly Prize Draw

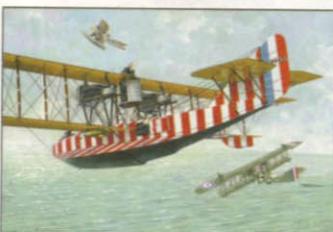
Subscribers' Monthly Prize Draw October

- R. Braun, Austria – Kit
- K. Beaman, UK – Kit
- J. Cocks, USA – Book
- P. Kyles, UK – Kit
- A. Dell'Acqua, France – Kit

Entry to the monthly prize draw is **FREE** to all subscribers.

Hobby materials for the subscriber's prize draw supplied by DeLuxe Materials. Visit www.deluxematerials.com for details.

You might also be tempted by their reboxing of the Hasegawa 1/48 Spitfire Mk IX (#4554/£13.99), but if you want to find out more about the newly landed Do 24 (#4362/£12.99) then look no farther than the previews in this issue.



Roden continue with their programme of two-winged things with the release of another variation on the Felixstowe F.2A, this one being the version with the upper wing gunner (#047/£17.95). Pocketbond advise us that the next Sopwith Camel will be the Trench



Eduard have announced a new range of kits, which by the looks of things promise to set a new standard for the industry. Already known for their quality, Eduard's new line will kick-off with the Fokker D.VII (OAW) in 1/48. Eduard say that the new releases will focus on the 'high end' of kit production with fewer variants within each subject but greater focus on the components provided. Their aim is to bring out 'the perfect product'. Prices are expected to be comparable to their Profi-Pack issues, which should make them both tempting and competitive.

Besides upping the quality of the product Eduard intend to produce a short finite batch of each release — somewhere in the region of 3,000 per kit — after which production will cease. A number of interesting items are intended for this line, including a



Polikarpov I-16 Rata in 1/48, and for those among you who cross the tracks once in a while a 1/35 Hetzer. That's a tank for those who do not. Barkis is most definitely willing!

VI, with markings for USN, RAF and RAAF (#7130/£24.70). All are, of course, to 1/72.



Impending from Special Hobby — but not to the extent that we

have a UK price — is the next in the Percival Pembroke series. Readers will recall that the German/Belgian version was issued last year. Now we have (at last) the RAF machine (#72105) in all its Cold War splendour. Markings are included for 60 Sqn. MPM claim the introduction of their kit is historic, as they will be the first in the world to reveal the story of the Pembroke's clandestine reconnaissance flights over the former DDR. During the Cold War, 60 Squadron's Pembroke flew between RAF Wildenrath in West Germany and West Berlin. During these ferry flights the aircraft carried out clandestine photo-reconnaissance over the former DDR. One of their British contributors worked as an evaluator of photographic materials acquired by Pembroke during these flights. After seeking permission from the British Ministry of Defence, he has passed them information and reference materials required to produce this unusual version of the Pembroke. We, of course, couldn't possibly comment.

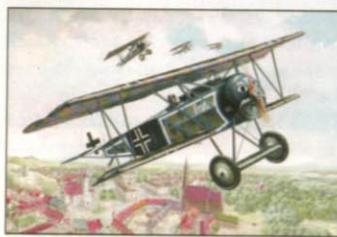


Also due in the shops before this magazine is the Vultee A-35B

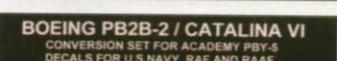
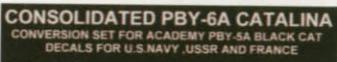
Vengeance 'Armée de l'Air' (#SH72049). French Vengeances were used for patrol flights and training in



Fighter (#052/£6.95) Both of these 1/72 releases are expected by the end of September.



In 1/32 we will see the arrival of the Fokker D.VI (#603/£27.95), which has markings for three aircraft and comes with a comprehensive sheet of lozenge camouflage.



Catalinas for use with Academy kits. These are a PBY-6A (#7129/£24.70) with decals for USN, USSR and Aeronavale, and a PB2B-2/Catalina (#7107/£24.70), and a pair of

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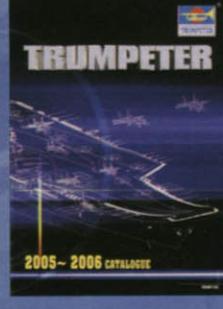
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Talk about opposite extremes. Trumpeter have some astonishingly large kits in the pipeline, as well as some tiny ones. First the big news. Next in the 1:32 Me 262 series will be the Me 262A-2 (#02236/£29.950). UK importers Pocketbond say this will be with us in October. Trumpeter have confirmed a December release for their 1/32 A-6 Intruder and 1/35 Chinook! The latter promises to be about two-and-a-half feet long and will come as a welcome relief to 1/35 armour enthusiasts who were afraid that 1/48 was going to rob them of all exciting new releases. Due out before the Intruder — also in 1/32 will be the A-7 Corsair (#02231).

As for the small stuff, there is a whole series of new releases about to land on your doorstep — well, on your 1/700 aircraft carriers actually.



Mini aircraft sets include MiG-29Ks (#03409), Su-33 and Su-33UB Flankers (#03410/03412), Su-25 Frogfoots — or should that be Frogfeet? — (#03411), and Yak-141 Freestyles (#03413). Other sets feature Kamov Helix helicopters in three variants, and there is one mixed set of Soviet naval aircraft featuring 32 pieces (#03417). This latter will cost £6.95; all the others are £2.99.

Did someone mention a 1/72 Tu-160 Blackjack by the way?



Caption to picture 2 'What's that in the background?'

the African theatre from 1944 onwards. Decals offer the choice of two camouflage schemes. Both machines are in standard Olive Drab on upper surfaces and Neutral Gray on lower ones and both machines are very weathered. The original US national insignia appears through the French ones. One machine has the non-standard exhaust pipe.

SWEET



Following on from their previous release of the JASDF version, Sweet have released a Sea King in British markings. The limited reissue of the 1/144 kit features decals and parts to

build any of seven Westland-produced aircraft: three RAF HAR Mk 3As, an HAR.3 of 78 Sqn, and three HAS.2s, one each of 820, 824 and 826 Sqns of the Royal Navy. The kit includes new sponsons, radome and six-bladed tail rotor, and its release now means we none of us have any excuse not to scratchbuild HMS Illustrious in 1/144. What about a Commando version?

TAMIYA

Goodness! What a strange thing to do to the nose of an aircraft. The prize for the year's least-appropriate shark's mouth must surely go to the reissue of Sword's Taylorcraft Auster Mk III (#4802/£13.60). This re-release is a limited edition, so if you want to enjoy this incongruity you will need to be quick. If you prefer naked ladies on your aeroplanes, on the other hand, then you will no doubt be well catered for elsewhere.

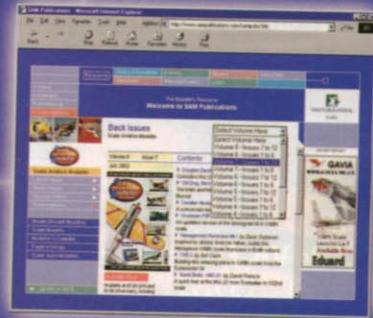
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Note: All items are mainstream (unlimited) production unless otherwise stated – Ed



Chinese New Fighter

Scale: 1/72
Kit No 01611
Price: £13.95
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 87, Clear 6
Decal Options: 2
Manufacturer: Trumpeter
UK Importer: Pocketbond



01611 1/72 Chinese New Fighter © 2004 TRUMPETER



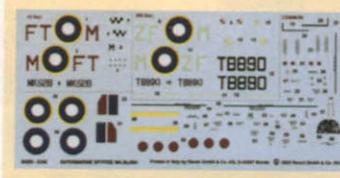
Dornier Do 24T

Scale: 1/72
Kit No 04362
Price: £12.99
Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 101, Clear 19
Decal Options: 4
Manufacturer: Revell



Spitfire Mk.IXC / XVI

Scale: 1/48
Kit No 04554
Origin: Hasegawa
Price: £13.99
Panel Lines: Recessed
Status: Re-issue
Type: Injection Moulded Plastic
Parts: Plastic 96, Clear 15
Decal Options: 2
Manufacturer: Revell



MiG-9M

Scale: 1/72
Kit No 7245
Price: £3.99
Panel Lines: Raised
Status: Re-issue
Type: Injection Moulded Plastic
Parts: Plastic 66, Clear 1
Decal Options: 1
Manufacturer: Majorette
UK Importer: Pocketbond



I.M.A.M. Ro.43

Scale: 1/72
Kit No 72053
Price: £15.99
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 46, Resin 25, Vacform Clear 3
Decal Options: 6
Manufacturer: Pavla
UK Importer: Hannants



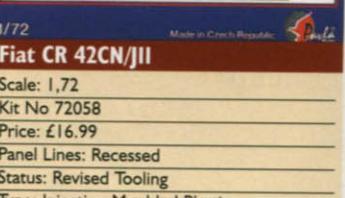
Douglas O-46A

Scale: 1/72 Kit No 72050
Price: £14.99
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 42, Resin 24, Vacform Clear 2
Decal Options: 6
Manufacturer: Pavla
UK Importer: Hannants



FIAT CR 42CN/J11

Scale: 1/72
Kit No 72058
Price: £16.99
Panel Lines: Recessed
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 51, Resin 37
Decal Options: 8
Manufacturer: Pavla
UK Importer: Hannants

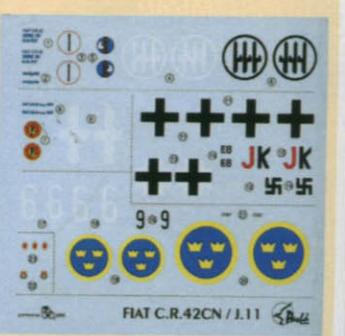


F/A-18E Super Hornet

Scale: 1/48
Kit No 04585
Price: £19.99
Panel Lines: Recessed
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 160, Clear 5
Decal Options: 4
Manufacturer: Revell

F/A-18E Super Hornet

Scale: 1/72
Kit No 04585
Price: £19.99
Panel Lines: Recessed
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 160, Clear 5
Decal Options: 4
Manufacturer: Revell



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EX124 Fw 200 Condor ACC
EX126 B-25G Mitchell ACC
EX131 A-1H Skyraider TAM
EX132 MC.205 Veltro HAS
EX133 J1N1 Gekko type 11 TAM
EX134 B-25B Mitchell 1/48 ACC

1/32

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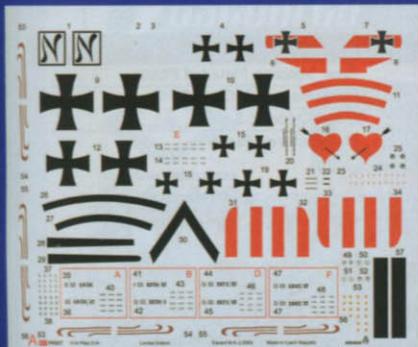
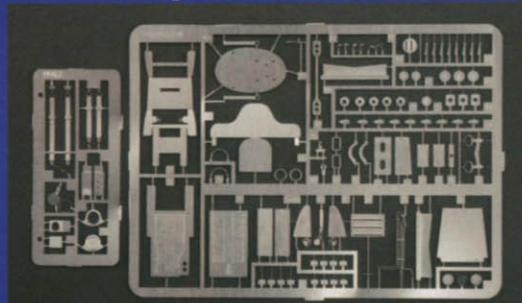
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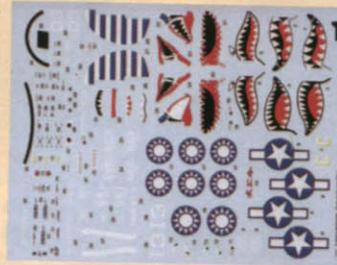
P-40N/M

Shark mouths over China

P-40N & M WARHAWKS IN THE CBI

P-40N/M Shark Mouths Over China

Scale: 1/48
Kit No 1113
Price: £27.50
Panel Lines: Recessed
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 75, Clear 14, Resin 15, Etched Brass (pre-painted) 37
Decal Options: 5
Manufacturer: Eduard
UK Importer: Hannants



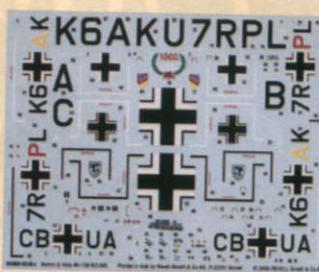
F-16C 'Thunderbirds'

Scale: 1/32
Kit No 60316
Price: £99.99
Panel Lines: Recessed
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 288, Clear 19. Also includes metal landing gear, rubber tyres, and other fittings
Decal Options: 12 (makes any individual Thunderbirds aircraft from 2004 or 2005)
Manufacturer: Tamiya
UK Importer: The Hobby Company



Blohm & Voss Bv 138 c-1/MS

Scale: 1/72
Kit No 04368
Price: £19.99
Panel Lines: Raised
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 129, Clear 15
Decal Options: 4
Manufacturer: Revell



MiG 1.44 MFI

Scale: 1:72
Kit No 04369
Price: £7.99
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 61, Clear 4
Decal Options: 2
Manufacturer: Revell



D.H. 82A Tiger Moth



DH 82A Tiger Moth

Scale: 1/72 Kit No 72051
Price: £14.99 Panel Lines: Recessed
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 30, Resin 12, Vacform Clear 3
Decal Options: 10
Manufacturer: Pavla
UK Importer: Hannants



Fokker D.VII (OAW)

Scale: 1/48 Kit No 8131
Price: £19.99 Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 82, Etched Brass 115. Includes paint masks
Decal Options: 4
Manufacturer: Eduard
UK Importer: Hannants



Revell Douglas DC-7C



Douglas DC-7C

Scale: 1/144
Kit No 04242
Price: £6.99
Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 66
Decal Options: 2
Manufacturer: Revell



Revell MiG-15bis „FAGOT“

1:48

Plastic Modellbausatz
Plastic model kit
Modellbausatz
Modellbauanleitung

ca. 23,5 cm
ca. 21,2 cm

Fertigmodell
Assembly Model
Modellbauanleitung
Assembly Instructions

04573



MiG-15bis Fagot

Scale: 1/48
Kit No 04573
Price: £13.99
Panel Lines: Raised
Status: Reissue



Type: Injection Moulded Plastic

Parts: Plastic 50, Clear 3
Decal Options: 5
Manufacturer: Revell

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ARD72058	Douglas O-38E	\$42.50

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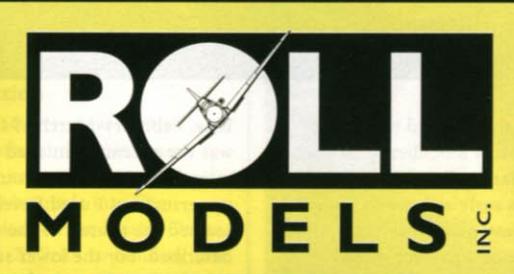


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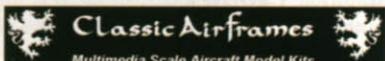
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Reviews

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Koolhoven FK-51

Technical Data

Scale: 1/72
Kit No: 72048
Status: New Tooling
Panel Lines: Recessed
Price: £12.35
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 48, Resin 2, Etched 29, Vacformed Clear 4
Decal Options: 3
Manufacturer: Special Hobby
UK Importer: Hannants



The Kit

Biplanes don't usually feature much in my builds, but the arrival of something I'd not heard of was a bit of a surprise. Special Hobby are surely getting good at producing kits of lesser-known types and have done a very nice job with this one. Moulded in a dark grey with all the required prerequisites of recessed surface detail and nice subtle fabric effects for the appropriate areas.



Cockpit detail is fine too, as it needs to be, with quite large openings for the two places being very visible. Optional parts include alternative wingtips that are not applicable to this issue, three propellers and two slightly different engines with appropriate cowlings. A small etched fret includes seat straps, control surface horns and exhaust collector ring.

Construction

The building of this kit is quite straightforward and there are no real pitfalls. The cockpit assembly fits between the fuselage halves with

trimming unnecessary. As I had to opt for the smooth, injected cowl supplied, the rear seat arrangement had to be altered to allow room for the rear-firing gun. Incidentally, it is advisable to make your choice early as the whole model depends on the cockpit and powerplant options. Before long, the wings are fitted. These are well produced and needed little cleaning up and fitting. The 'N' struts have the location points indicated with circular marks on the respective sides of the wings and fuselage top for the cabane struts. It



was here that I opted to add the rigging. Most modellers probably rig their biplanes after painting. I chose to do this early as I nearly always mess up any paintwork with superglue or whatever when attempting to rig, which is why I seldom model biplanes. It may sound like hard work but it all ended happily.

The model is remarkably strong and sturdy once on its undercarriage. I left items like the prop and windshields until after all other work was completed. I nearly forgot to mention, the triangular windows to each side of the pilots cockpit. To glaze these a film is supplied, but I couldn't bear marring the paintwork with glue trying to stick these in place so I opted for the very careful use of Humbrol ClearFix.

Colour Options

The three options provided are all Dutch:

1. FK-51 of LVA de Haamstede in May 1940 coded 13. This is in overall sky blue according to the paint reference, but the box art depicts it with a grey look. I am not sure what it is supposed to be.
2. E-14 of the MLD, De Kooy Air

Base, February-March 1940. This was the scheme I finished the model in and for the khaki colour of the uppersurfaces I used Revell 87. It seemed the nearest to the colour described. For the lower surfaces Humbrol 65 that matches the Gunze colour H67/C115 that matches RLM 65 *Hellblau!* I may be entirely wrong, but am happy with the result.

3. The final option covers another khaki-over-blue scheme and depicts 426 of III-2 LvR (Reconnaissance Squadron) at Noordwijkerhout in May 1940.

The first and third aircraft have the blistered type cowlings as opposed to the smooth cowling of the second choice. With a coat of Klear, the decals were applied and they were lovely. The only items I found of concern were the rudder markings that were too large, so that the black surround almost disappeared. My suggestion would be to place it as far forward as possible, overlapping the rudder hinge line, to overcome the problem as an alternative to repainting the black. That said, the decals worked wonderfully with decal solvents and are very well produced.

Conclusion

Although I felt a bit apprehensive at first, this was one biplane that I did enjoy making. In fact it has been an inspiration. The build was not at all tedious and went together so very well that should not put most average modellers off. It is also a lesser-known subject with a kind of appeal that has grown on me.

Paul Janicki



Technical Data

Scale: 1/144th
Kit No: 04215
Price: £7.99
Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 60 (White), Clear 3
Decal Options: 3
Manufacturer: Revell KG



The Kit

Revell's kit of the A319 is boxed in the usual letterbox style with nice artwork of the BA aircraft on the front. Inside the sprues of white plastic are, as ever with new Revell kits, nicely moulded with ample detail and finely engraved panel lines.

The decal sheet is produced by Daco and looks every bit as good as the kit itself.



Construction

There is no cockpit detail so the first stage of construction is to assemble the fuselage. A 10g weight and the nosewheel bay are all that need to be fitted before the two halves can be united. The lower wings are a one-piece moulding to which the two upper wing halves are glued; this assembly then fits onto the fuselage. The fit here was excellent with no filler being required around any of the joints. The tailplanes go on at this stage, as do the two winglets and the cockpit window, the latter only needing a slight smear of filler to blend it into the fuselage. This is really all there is for the main construction.

Colour Options

You have a choice of two: British Airways Union Flag scheme, with white upper surfaces and blue lower surfaces; and German Wings scheme, predominantly silver all

over with the tail and aft areas of the fuselage in gloss yellow. This is quite an eyecatching colour scheme and may be worth purchasing another just for this one. The decals are crisply and cleanly printed and go on well.

Conclusion

I guess you already know the answer to this, but I'm going to say it again in any case. This is a very nice kit from start to finish, from assembly to decaling, and I rate it most highly. The decals finish it off very nicely. Highly recommended to all.

Andy McCabe



H.S. Buccaneer S2, S2B, S2C, S2D, S50

Technical Data

Scale: 1/48
Kit No: 09180
Status: Reissue
Panel Lines: Recessed
Price: £24.99
Type: Injection Moulded Plastic
Parts: Plastic 144, Clear 6
Decal Options: 5
Manufacturer: Airfix



The Kit

The large box contains seven sprues of light grey plastic and one clear. A lot of the parts had come away from the sprues and were rattling around in the bottom of the bag. You also get two instruction manuals, one for the S2B and another for the S2, S2C, S2D and

S50, and two large decal sheets with options for six aircraft in five different colour schemes

Construction

The cockpit is very sparse and utilises decals for the instrument panels. The seats are very good and could easily be made into fine representations of the Martin-Baker B Mk 6BSB-2. Prior to building this kit I had heard a lot of horror stories about fit of its parts, and all I can say is they were all right! The horizontally-split fuselage halves were so warped that at the stub section of the wings had a two-centimetre gap. The only way to combat this is to join the halves a little bit at a time, making sure that the parts are held firmly in place at all times using tape, clamps, bulldog clips, rubber bands and the power of prayer! Once you have the fuselage halves together you then come to the intakes. I don't know where to start



on telling you how bad the fit was here. Suffice to say the only way I got them to fit was to have them flush at the top and then use copious amounts of filler on the undersides.

If you manage to get this far with the build of your Buccaneer, take heart, because things get easier from now on. After filling and sanding of the fuselage is complete, the rest of the kit goes together without too much pain.

Colour Options

There's something for everyone here: an S2C from HMS Ark Royal in 1970, an S2D again from HMS Ark Royal but from 1976, an S2 from HMS Eagle in 1966, a South African Air Force S50 based at Waterkloof in 1970, an S2B from Lossiemouth in 1988, and finally an S2B from Operation Desert Storm in 1991. I chose the S2 from HMS Eagle (simply

because I was born in 1966!). The decals went on fine, although I found them a little thick. I used no setting solutions and only a couple of the smaller items silvered

Conclusion

The fit of the main parts is very bad and because of this I can't really recommend it to younger modellers. The more wrinkled modellers among us (yours truly included) could make a very good representation out of this kit. Many accessories are available and can only enhance it. Airfix are to be applauded for the amount of colour and decal options available out of the box, and I think it represents real value for money, especially if you can get hold of one of the initial batch that left the warehouse with two complete kits in, instead of one!

Mark Chadbourne



Technical Data

Scale: 1/72nd
Kit No: DA72210
Price: £22.40
Panel Lines: Recessed
Status: New Tooling
Type: Resin & Vacformed Clear Plastic
Parts: Resin 16, Clear 2
Decal Options: 1
Manufacturer: Dujin
UK Importer: Hannants



The Kit

As usual Dujin's resin main parts have fairly well represented surfaces to the wings and tailplanes with just the right amount of 'sagging' between the ribs. Optional parts are included in the way of floats and skis for the scheme for which decals are included.

Construction

Once all the cleaning up was completed, I opted to join the fuselage halves and fitted the seats and painted the cockpit to begin with. The next step I took was to fit the one-piece wing in place. The part fitted well with a little filler need to the trailing-edge where it met the fuselage top. The vacform windscreens are very thin and extreme care was needed in order to cut it away from its carrier. The side windows came from the piece of acetate supplied and cut to fit with the aid of the plans and a steady hand. The undercarriage legs and wheels also needed attention. I opted to use the spatted wheels, as the other pair was badly formed and unusable.

Colour Options

The colour option for which the decals are supplied is for an aircraft of the Finnish Air Force coded CE-1 of Ler 4 in 1940 in a silver dope finish and on floats. Or you can opt to fit the



skis and a camouflage finish, still coded CE-1 but with LLV46 in 1941. The only decals provided are the codes. My preference was for the overall yellow with blue trim mentioned in the plans.

Conclusion

The addition of an early period Cessna is most welcome. I found the model fairly straightforward to

assemble and there are no hidden traps to catch the unwary. All it takes with kits of this nature is time well spent on the preparation and care in assembly. I particularly welcome the detailed drawings included and hope that Dujin follow this road more regularly.

Paul Janicki

IMAM Ro.57bis

Technical Data

Scale: 1/72
Kit No: 72045
Price: £14.40
Panel Lines: Recessed
Status: Revised Tooling
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 34, Resin 45, Etched-Brass 11, Injection Moulded Clear Plastic 2
Decal Options: 2
Manufacturer: Special Hobby
UK Importer: Hannants



The Kit

The kit contents are the same as the pre-serie boxing, even down to having the same resin items for the prototype and the same decal sheet (the prototype parts can be consigned to the spares bin). The additional items for the 'bis' variant are photo-etch and resin parts for the bombs and dive brakes. The



instructions are revised to include details on how to fit these.

Construction

This is a very straightforward kit to build and as anyone who has read the pre-serie review will know, it holds no nasty surprises. No filler was required anywhere and only the unusual undercarriage layout may surprise you. The only difference this time around are the additional dive-bomber parts which are, on the whole, quite easy to assemble. There are guide holes moulded in the lower

wings for the dive brake items. Do not drill them out. They do not line up with the dive brakes at all. Use the diagrams to aid positioning.

Colour Options

Not much of an option. All Ro.57bis appeared in the Continental or home defence scheme of overall dark olive green over light blue/grey lower

surfaces. I used Humbrol 91 for the dark green and 127 for the grey. The decal sheet gives you the choice of using either the figure '9' or '5' in the white band.

Conclusion

I feel this is a slightly better choice of subject than the pre-serie kit, the additional dive-bomber equipment adding interest to an already interesting aircraft. Ironically, they were ill-suited to the dive bomber role, having originally been designed as fighters, and as it turned out, never saw action. A very nice model that can be safely recommended to all modellers.

Chris Busbridge





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Technical Data

Scale: 1/72
Kit No: 72089
Price: £18.99
Panel Lines: Recessed
Status: New Tooling
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 55, Clear 6, Resin 34
Decal Options: 3
Manufacturer: Special Hobby
UK Importer: Hannants



The Kit

This 1/72 injection-moulded kit is a reissue of the earlier Cr.25 Special Hobby release. This time it has a completely new decal sheet and revised instructions to enable you to build either the prototype, which was in overall aluminium, or the VIP transport, which had a rather complex mottled scheme initially, before being repainted in the late war overall dark olive green. The engraved panel lines are subtly done and evenly applied. The clear parts are injection-moulded and are very crisp and clear.

Construction

Having decided to build the VIP version, first task is to open up the extra fuselage windows, as well as to change the shape of those already there. Internal parts are rather minimal, with no sidewall detail and only the bare essentials for the seat, stick and instrument panel. As this kit uses the same tooling as the earlier release the clear parts are not correct for the VIP transport. The



cockpit canopy framing needs to be revised and the framing on the clear nose part needs to be removed, as it had a solid nose. There are no clear parts for the cabin windows, so either clear sheet stock will have to be cut to shape or something like Kristal Kleer used instead.

There is a plug to fill the mid-turret location, which was removed on this aircraft. It did retain the two nose guns, for which the openings will have to be drilled out a bit more in order to get a better fit. The main components all fit together very well, with no problems to report as such. The resin engines, however, are deeper than those supplied in the original kit and when I put the fairings on each wing, the front of the engines protruded from the cowlings by about 2 mm or so! I shaved material from the back of the engines and



from the fairings on each wing until the front of the engines sat flush with the front opening, remembering to retain the cowlings slightly downward 'lean' when viewed from the side. Another item to source is the seemingly oversize loop aerial. I used a staple bent to shape.

Colour Options

There are three choices. For the prototype it's overall aluminium, and for the VIP transport either the complex mottle scheme or the

much easier overall dark olive green scheme with light blue/grey lower surfaces. I used Humbrol 91 for the uppers and, from the new White Engine Models Regia Aeronautica range, *grigio azzurro chiaro* for the lower colour. The white fuselage band was sprayed with Model Master Insignia White. The decals settled very well, with no silvering, even under the large civilian code letter decals.

Conclusion

Not quite as straightforward a build as one would expect, what with the need to do a bit of modification to the kit parts on the VIP version. It is a relatively easy task, but does demand a bit of care and accuracy. Apart from the engines, the kit is otherwise accurate and is the best Cr.25 in 1/72 scale. This kit can still be used for the military version by using the Tauro decal sheet 72-534, which should still be available.

Chris Busbridge



Technical Data

Scale: 1/72
Kit No: 006
Status: New Tooling
Panel Lines: Recessed
Price: £37.99
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 121, Clear 7, Resin 2
Decal Options: 3
Manufacturer: Azur
UK Importer: Hannants



The Kit

This is a limited-run injection-moulded plastic kit with 121 grey

plastic, seven clear plastic and six resin parts, two decal sheets and one instruction manual. The parts are nicely moulded with engraved panel lines, though there are no locating pins along the fuselage halves, as can be quite normal for limited run kits. The instructions are clear and concise.

Construction

There is a fairly detailed cockpit to be assembled, though none of it can be seen when the model is finished, so how much time you want to spend on it is a matter of choice.

With there being no locating pins on the fuselage I added short lengths of plastic strip on either side to aid



alignment. Assembly is tricky throughout, especially with the engine pods, as the struts supporting these simply butt-join to the fuselage/engine pods/wings, and require careful alignment. This was done over two sessions to allow the cement to dry. The same can be said of the main undercarriage, which really needs to be assembled prior to installation and then installed into the engine pods before the cement is fully dry in order to line everything up. Construction, although tricky in places, is quite simple: it just needs a bit of planning.

Colour Options

Three options are included, two for Air France Aircraft and one for a French Naval Aviation machine. The Air France colours are by far the most

Technical Data

Scale: 1/72
Kit No: 7259
Status: Revised Tooling
Panel Lines: Recessed
Price: £30
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 16, Resin 25, Etched 4.
Vacform Clear 4
Decal Options: 3
Manufacturer: High Planes
UK Importer: Hannants



The Kit

A stout box, with a colour drawing of the No 73 Sqn aircraft on the lid, contains two resealable plastic bags. The 16 light blue plastic parts that make the main airframe and undercarriage come on two sprues. The parts are engraved with very fine recessed panel lines, however there is a large amount of flash. The 25 cream-coloured resin parts are well moulded, but again there is flash to clean up. There is a small etched brass



sheet with a selection of firing handles for the ejection seats. Last of all, two sets of vacform canopies, which are clear, but the cutting lines could be better defined.

Construction

All parts need dry-fitting and adjustments in one form or another, and plenty of filler will be required. The resin cockpit is basic - just the floor, bulkheads, control column and instrument panel, while in contrast the seat is a little gem of detail. The resin nose section is likewise exquisite. The plastic engine bodies need trimming for a flush fit with the resin intakes. The resin front wheel assembly is probably the best ever made to date for the Canberra, with fine detail. This is in marked contrast to the plastic



mainwheel assembly, which is crude. The wheel wells are just boxed in and have no detail, and the mainwheel legs and doors have little definition. Much rubbing down is required on the fuselage joint, and you will find the recessed panel lines disappear. The canopies fitted smoothly after I had worked out where the cutting lines were.

Colour Options

Three options are provided: aircraft from Nos 10 and 109 Sqns camouflaged in Light Slate Grey and Medium Sea

Grey with a PRU Blue undersides, and No 73 Sqn aircraft in overall white. Humbrol colours were used for the No 10 Sqn finish with Poly Gloss being used to finish off. The decals are excellent. Nice and glossy as well as beautifully printed, however they did prove difficult to adjust once placed.

Conclusion

Thank you High Planes Models for making an accurate early version of the Canberra in 1/72 scale. I believe this is the first new moulding since Airfix criminally retooled their (albeit flawed) B1(6) to a Martin B-57B over twenty years ago!

The kit is surprising easy to make, providing you take your time, but it's not a first-time model. High Planes make a series of Canberras, and we should be grateful they do, as the major manufacturers look unlikely to make this historic aircraft for us in 1/72 scale. For me this is the limited-run kit of the year, and thus I recommend it to all with an interest in post-war British aircraft.

Tim Large



eyecatching, being overall natural metal (Lifecolour LC24) with black undersides to the fuselage, wing and tailplane leading-edges and the 'fans' on the wing upper surfaces (Lifecolour LC52), orange upper wing and fuselage

surfaces (Modelmaster E1791), and yellow tailplane upper and lower surfaces and wingtips (Modelmaster E0671). This scheme is for either 'Camille Flammarion,' Air France 1942 or 'Le Verrier,' Air France 1942.

The French Naval Aviation Aircraft ('Jules Verne' 1940) has the more typical camouflage pattern of dark green/dark brown/blue grey/black. All the paint references given in the instructions are for Gunze colours; I simply used the equivalents.

Conclusion

An unusual subject for me as I usually make modern airliners. Having said that it was a joy to make and I am very

pleased with the finished model, especially in that eyecatching Air France livery. Tricky in places to assemble - or just a challenge? Either way some modelling experience is required for this kit but the finished result is well worth it.

Andy McCabe



Technical Data

Scale: 1/72nd
Kit No: B67
Price: £TBA
Production: Limited
Panel Lines: Recessed
Status: New Tooling
Type: Resin & Vacformed Clear Plastic
Parts: Resin 58, Clear 2
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



The Kit

This is essentially the same kit as Choroszy's E4N1 Reconnaissance Seaplane. The box contains the same resin parts, packed into sub-assembly bags. The difference is a replacement enclosed fuselage and vacform canopy.



Construction

With the cabin windows glazed and the interior painted, the fuselage halves fit well, and fixing the tailplane and lower wings presents no serious problems. With the upper wing I found it easiest to join the outer sections to the centre-section on a flat surface. The wing was then fixed in position by the 'N' interplane struts. The cabane struts were cut to length and inserted. The

vacform canopy needed careful cutting out, but will reward you with a very good fit. There is no attempt to portray the framing, which I added with pre-painted masking tape.

Colour Options

As usual with these Japanese inter-war types overall silver is the order of the day. I used a 50/50 mix of Humbrol matt white (34) and

Humbrol MetalCote polished aluminium (27002) for the doped surfaces, with the latter on its own for the metal panels behind the engine.

The decal sheet is smothered with codes for some five different schemes. The trouble is that only one of them is for this kit! This is because the sheet is shared with Choroszy's kit of the E4N2 single-float seaplane. I knew this because I also have that kit for review; if I didn't, I think I would have been a bit confused.

Conclusion

This is an excellent quality resin kit, made rather unnecessarily inaccessible by the problem of identifying and locating all those struts and by a very demanding engine build. I really like the look of the finished article and was surprised by the difference which the changed fuselage makes. A very rewarding model for anyone prepared to tackle the challenges.

Neil Pinchbeck



IL-2 Stormovik

Technical Data

Scale: 1/72
Kit No: 7279
Status: Revised Tooling
Panel Lines: Recessed
Price: £5.99
Type: Injection Moulded Plastic
Parts: Plastic 54, Clear 3
Decal Options: 2
Manufacturer: Zvezda
UK Importer: The Hobby Company



The Kit

This Russian made kit comes in a large stout box with colourful artwork. Detail is engraved, with some raised mouldings, and very little flash visible. There are a few ejector pin marks, which are mainly on the insides of the mouldings where they will not show.

Construction

Construction is straightforward with the cockpit interior consisting of the floor with moulded pedals, armoured fuel tank, pilot's seat, control column, a plain instrument panel, rear armour and machine gun. There are no lugs to help align the fuselage or wing halves so care must be taken



before applying superglue. I think the tailwheel assembly is a bit too big. Decals were very good, with no problems apart from the stars for the fin and lower wings being a touch too large.

Colour Options

Two: White 25 of the 7th Guards Assault Aviation Regiment, 230th Assault Aviation Division flown by Captain V Emel'janenko, 1943; and



White 100, Leningrad Front, Baltic area, 1944. Both are in medium green and military brown uppersurfaces with pale blue undersurfaces. The matt decals are nicely printed with virtually no overhang on the carrier film.

Conclusions

A fairly easy kit to build, representing a 1942 production-onwards model with metal wings and tail but with wooden rear fuselage and fin. Like most limited-run kits, trial-fitting and a bit of care in assembly are needed, with most of

the parts fitting very well. I made several mistakes building this model, including painting the white fuselage stripe too thick, but I enjoyed making it, and to my eye it captures the look of the real thing.

Mike Kingsley



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1/48TH SCALE COLOR

Desoutter Mk.1 Koolhoven FK 41

Technical Data

Scale: 1/72nd
Kit No: DA72208
Price: £22.30
Panel Lines: Recessed
Status: New Tooling
Type: Resin & Vacformed Clear Plastic
Parts: Resin 19, Clear 2
Decal Options: 1
Manufacturer: Dujin
UK Importer: Hannants



1/72 DESOUTTER Mk I / KOOLHOVEN.FK 41



The Kit

Dujin's usual minimalist plastic bag contains the main resin components, two clear vacform windscreens and a

final construction task was to fit the undercarriage and wing support struts. This is quite complicated and not thoroughly apparent from the



three-view drawing. The photograph is useful, but I recommend the website of the Koolhoven Aeroplanes Foundation (www.koolhoven.com). There are useful links from there.

Colour Options

Colour references are given by name only, for one machine, G-AAPZ. This was the first of the type built under licence in the UK by Desoutter. It had silver-doped wings and the fuselage was black above and orange beneath. It still exists, recently restored to airworthiness by the Shuttleworth Collection. The large black wing registration letters for G-AAPZ are provided on strips of overall carrier film that is thin and transparent but the printing is fuzzy at the edges and has a tendency to fade to grey on the larger areas of black. There should also

be white letters on the black part of the fuselage side, but the modeller is left to find these and I didn't have anything suitable to hand.

Conclusion

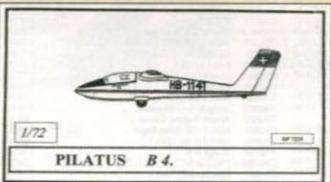
Frederick Koolhoven's 1928 touring cabin monoplane looks about 10 years ahead of its time to me. Marcel Desoutter was certainly impressed and bought the UK production licence. Sadly, the public were not ready and only 28 were built. Should you wish to add this handsome and interesting aeroplane to your aviation history collection (and I'm very glad to have it in mine), I doubt you'll get many chances outside this one!

Neil Pinchbeck

Pilatus B.4

Technical Data

Scale: 1/72nd
Kit No: DP7235
Price: £TBA
Panel Lines: Recessed
Status: New Tooling
Type: Resin & Vacformed Clear Plastic
Parts: Resin 9, Clear 2
Decal Options: 1
Manufacturer: Dujin
UK Importer: Hannants



1/72 PILATUS B.4.

The Kit

Surface detailing is minimal but adequate, especially for gliders which usually have clean airframes. Cockpit detail is also fairly adequate and to cover it a vacform canopy is included, with a spare.

Construction

The fuselage halves go together quite well but the rear end of the right-hand half needed to be worked on in order to achieve the right thickness to match the left-hand side, as the rudder and fin are integral with this.

The wing is supplied as three parts, a main centre-section and the two tapered outer-sections. The canopy needs to be very carefully cut out and trimmed to ensure a good fit.

Colour Options

There is, unusually for Dujin, a colour scheme given. It is overall white with a red and blue sunburst pattern on the upper surfaces of the wing and a similar pattern on the tailplane. The red and blue on the wings and tail were all achieved with decals. By photo-copying the plans I cut out the areas for each colour, transferred the image to decal stripes and with a very sharp blade cut them out and applied them in the normal way. There are decals



included in the kit which appear to be home-made. All you get are the fuselage and wing registration marks HB-1141 and the type name to go below the cockpit canopy. The quality is a bit poor but they do work well with decal solvents.

Conclusion

Making this model was enjoyable as it was relatively quick to assemble,

with the painting and decorating taking up most of the time. Modellers with an interest in gentler forms of flying are having a bit of a boom time at the moment - make the most of it while you can.

Paul Janicki

Technical Data

Scale: 1/72nd	Type: Resin
Kit No: 134	Decal Options: 3
Price: £TBA	Manufacturer: Czech Master
Panel Lines: Recessed	Resin
Status: New Tooling	UK Importer: Hannants
Production: Limited	



The Kit

As always with CMR's kits the resin is covered in superb crisp detail and the mould alignment and the fit of parts look even better than their Wyvern S.4. (See SAMI Vol 10 Issue 11). If that kit was an award winner, what superlatives shall we use for this one? Underwing stores comprise either three 1,000 lb bombs with their pylons, or a torpedo complete with air tail.

Construction

Once the parts were removed from their small casting blocks and a little flash removed, everything was very straightforward. Resin technology from Eastern Europe these days is such that there is very little difference between this and a 'state-of the-art' injection-moulded kit. The only real difference is in the use of superglue.

The fit of parts was, as anticipated, excellent, which means you can concentrate on painting all that lovely detail.

Colour Options

There are three quite different schemes described and provided on the decal sheet. If I ever come into an inheritance, I should like to build them all:

* TS371 was a prototype retained by Westlands at their Yeovil factory, finished in natural metal overall with a black spinner.

* TS 380, the fourth prototype (out of six) had a wraparound scheme of Extra Dark Sea Grey scheme with Sky undersides. I chose this one since you get to use the torpedo and air tail. I brush paint with



Humbrol enamels and at this scale I like to use Dark Sea Grey 164 rather than Extra Dark Sea Grey 123. I use beige green 90 for Sky, which I think looks good on models but comes up rather light in photographs.

* VR131/2/3/4. You can vary this option by changing the last numeral of the serial. I think these represent the batch of six pre-production machines which followed the prototypes (not all of them got off the ground). These had a very similar scheme to the later S.4 with Extra Dark Sea Grey upper fuselage, wings and tail with Sky beneath. I was a bit disappointed that there was no decal numeral 7 to represent the FAA Museum's sole survivor, but I suppose it wouldn't be too difficult to find some.

Decal quality is excellent in all respects, with no application problems.



Conclusion

I do think that this is an even better kit than Czechmaster's S.4. Whether the TF.1 will be as popular is another matter. I certainly hope it will be: it's an impressive beast. Even if you have decided to go for an injection-moulded option for the S.4, I would strongly recommend you to get this TF.1 to stand alongside it.

My sincere thanks to Czechmaster Resin for the chance to review their excellent kit (even if it did come in a plastic bag!).

Neil Pinchbeck



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Technical Data

Scale: 1/72nd
Kit No: SH72041
Price: £9.60
Panel Lines: Recessed
Status: New Tooling
Type: Limited Run Injection Moulded
Plastic, Resin & Etched Brass
Parts: Plastic 38 (Grey), Resin 17, Clear 2
Decal Options: 2
Manufacturer: Special Hobby
UK Importer: Hannants



The Kit

I don't know what the origin of this kit is, but the mouldings are also available from Smer. It includes spare wings, fuselage halves and tail, in fact almost a full airframe for different Mustang marks! sixteen resin parts provide a beautifully detailed cockpit, wheels and sections to graft into each wing to represent the six wing guns fitted to RAF aircraft. The instructions give a brief history, ten construction stages and

two pages of colour scheme and markings drawings. Colour details are shown at each stage, with names and FS references being given throughout.

Construction

As with most limited-run kits this one needs careful assembly and several areas need attention, including the wing sections which need rubbing down vacform-style to give clean mating faces and a sharp trailing edge. The wing to fuselage joint needs trimming and the under-fuselage radiator fairing parts require some major smoothing, but unless you trim too enthusiastically no

filler is required anywhere in the main assembly stages. Minor detail points to note are the inclusion of only one style of exhaust, whereas Mustang Is were seen with two distinctive styles. An extra landing light should be cut into the starboard wing and glazed with clear sprue or Kristal Kleer. The aileron trim tabs are moulded too far outboard but this can be rectified by filling and rescribing. The rear cockpit glazing is fitted with a very prominent bulge to clear the camera but I can't find any photos of RAF Mustangs with this fitting. Most have the standard flush panel overpainted with a hole for the



camera lens. Both under nose guns are too long, and note that the port gun protrudes further than the starboard one.

Colour Options

Decals are given for a 613 Squadron aircraft in the early Army Co-Operation scheme of Dark Earth, Dark Green and Sky and a 26 Squadron aircraft in the later grey and green scheme with yellow identification bands on the wings. My photographs show the 26 Sqdn aircraft without the yellow bands and with its squadron codes and aircraft letter, RM-G, in similar sizes rather than with a larger G as depicted by the decals so I used Modeldecals to replace the letters. The kit decals are very good. They settled onto gloss surfaces without any help from decal solutions.

Conclusion

It's expensive, needs a lot of work but includes some lovely resin detail. Unfortunately for Special Hobby, the new P-51A from Academy is a cheaper option, which is much easier to build and is a more accurate basis, straight from the box, for an RAF Mustang I.

Ivor Ramsden



Mise-Aviatik Type 30.18

Technical Data

Scale: 1/72
Kit No: E09
Price: £59.15
Panel Lines: Engraved
Status: New Tooling
Type: Resin
Parts: Resin 217, Clear 1
Decal Options: 2
Manufacturer: Choroszy Modelbudi
UK Importer: Aeroclub



damaged beyond repair due to a low altitude stall. Testing continued with 30.18 and it was still flying and in good condition by October 1918. Needless to say it never reached the production stage.

Choroszy's kit is all resin. The fuselage is in halves and the two wings are built up of three sections each. The engines are exquisite, as are the fuselage metal panels.

Construction

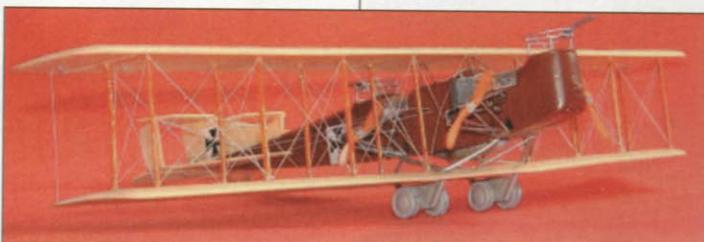
I commenced construction by painting the inside of the fuselage and detailing the internal framework. The exploded view drawing is a help here, but dry-fitting is a must at this stage. Great care was taken when it was time to glue the fuselage halves together. In my case, because the tail end was warped I only glued the cockpit area together at first and waited for it to dry thoroughly before gluing the tail and clamping it. I covered the metal panels that house the

engines with KitKat foil. Using the dull side I attached the pieces with varnish that was left to dry until tacky and then rubbed on the foil until the louvre details showed through. The tail surfaces are a bit complex so care must be taken here. After cleaning them up I mounted them on a piece of cardboard with Blue Tac before airbrushing them and the two wings with a couple light coats of Humbrol 71 light oak to give an appearance of linen. I decided early on to assemble the wing cellule separately. With the wing assembly complete I came to the tricky part: the fuselage is attached to the lower wing by means of two N-struts, and this must be done with great care and much dry fitting.

difficult to move once on the surface of the model. When the decals were dry I gave the entire model a coat of Klear mixed with Tamiya White Base to get an overall matt finish.

Conclusion

And that was I, one rare bird, the Mise-Aviatik 30.18. This unique aircraft should appeal to all modellers of World War One aircraft as it will make a very interesting addition to any collection. The Austro-Hungarian stable of WWI



Colours and Markings

With most of the main assembly complete I turned to the details, and with the model complete it was time to apply the decals. These are very, very delicate, so handle with care, and put them in their exact position as they are

aircraft has not been well represented in the modelling fraternity but Choroszy seem to be righting this disparity. Let's hope they will come out with some more examples of this fascinating subject.

Joel Christy

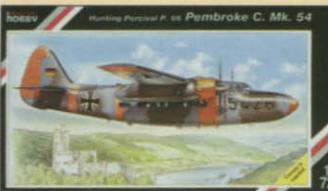
The Kit

Aviatik started work on their first large experimental bomber in November 1915. The two designers were Richard von Mises and Karl Saliger. The first flight occurred in July 1916, but it crashed. Learning from these tests, the designers came up with designs 30.17 and 18. The engines were raised higher and a revised transmission system was installed. In March 1917, 30.17 was



Technical Data

Scale: 1/72nd
Kit No: SH72078
Price: £TBA
Production: Limited
Panel Lines: Recessed
Status: New Tooling
Type: Limited-run Injection Moulded Plastic & Resin
Parts: Plastic 127, Resin 7, Clear 17
Decal Options: 2
Manufacturer: Special Hobby



The Kit

My first attempt at modelling the Pembroke was with the vacform kit by Airmodel but this was soon binned when it got too much, and that was that until the Escadron kit in injection form appeared. I never got around to building this kit, as by then the interest in the type had waned although the kit is still in my loft! Now, we have this latest offering by Special Hobby and what a nice job they have made of it. There are a number of alternative parts that enable the building of the two options provided in the kit together with other parts that are clearly for the RAF and FAA versions that must surely follow sometime in the not too distant

future - for example, the shorter wings for early Sea Princes and the solid nose for it and the RAF version. Also included are various aerials and astrodomes.

Construction

We start the model with assembly of the flight deck and main cabin interior. All the parts fit well, although there is not much in the way of location points to help here. Incidentally, the decision to build either the German or Belgian options must be made right from the start as there are differences in seating and fittings. A word of advice: when cleaning up the joint between the transparent nosecone and grey plastic fuselage, mask out the Mosquito look-

a-like 'bomb aimer's' window as these parts throughout are commendably clear! The swept-back tailplanes and hinge lines caused by the incorrect angle of the root at the fin/fuselage area will need some rectification. One has to either file down the leading-edge of the root fairing or remove a wedge from the tailplane parts corresponding with the offending root to bring it back into line. The nosewheel bay lacks the small doors either side of the leg and I made these from pieces of micro-strip.

Colour Options

The two options included depict a Luftwaffe Pembroke C Mk 5426 of a Telecommunications Training unit based at Lechfeld in 1968-75 or a



Pembroke C Mk 54 RM4 callsign OT-ZAD of the Belgian Air Force in overall white. I chose this second option, as it was, to me at any rate, more appealing even though the Day-Glo against the camouflage of the West German choice is just as attractive. The decal sheet provided is very nice. Most of it is used for the Belgian version as the cheat line is included and comes in sections. They are fairly forgiving to use and work well with the usual decal solvents. All the items were in perfect register, in particular the yellow and black emergency hatches and main door outlines.

Conclusion

The assembly was more or less trouble free apart from a poor wing root fit and those swept-back tailplanes. I can recommend it highly, and roll on the British versions of the kit, or even one for the Swedish and Finnish Air Forces. This model makes a very nice gap-filler in any collection of 50s and 60s types.

Paul Janicki



Saab Tunnan

Technical Data

Scale: 1/72
Kit No: 03065
Status: Reissue
Panel Lines: Raised
Price: £6.99
Type: Injection Moulded Plastic
Parts: Plastic 33, Clear 5
Decal Options: 2
Manufacturer: Airfix



The Kit

This is a reboxing of the old Heller kit, and while it shows its age in the form of raised panel lines it stood the test of time well. The major parts



are in a soft pale blue/grey plastic, not the usual Airfix stock. The instruction sheet comes on three pages, two covering construction and history and a single sheet on painting and decaling.

Construction

Construction begins with the cockpit which comes in five parts comprising a strange looking seat, rear bulkhead, cockpit tub, instrument panel and control column. I cemented from the tail to about halfway along the main body to make it easy to fit the cockpit bathtub from underneath. The cockpit was painted in Lifecolor sea grey with the seat and control column in black, the cushion in



Olive Drab, with seatbelts added from thin paper painted in a wash of light brown. The cockpit tub was squeezed into position and the rest of the fuselage glued together, followed by the lower nose section. Here you get a choice of fighter or recon bird. I chose the former. Next the wings, which come in three pieces, and a one-piece tailplane that just slides on, making sure everything is lined up before you apply glue.

Colour Options

Two choices, a camouflaged S-29C recon bird from Swedish Air Force F11 Wing in 1969 and, my choice, a J-29F from No 1 Jabostaffel Austrian

Air Force in 1972, this is in natural metal with orange wingtips and rudder. I used Mr Metal color chrome silver mixed with aluminum but not buffed, and some orange from the Lifecolor range, followed by a couple of coats of Future/Klear. The decals went on without a hitch.

Conclusion

Quite straightforward. There is nothing here that will tax the unwary and I think it would make a good starting point for a youngster or for someone coming back to the hobby.

Tom Murphy



Technical Data

Scale: 1/72
Kit No: 04028
Status: Reissue
Panel Lines: Raised
Price: £9.99
Type: Injection Moulded Plastic
Parts: Plastic 50, Clear 2
Decal Options: 3
Manufacturer: Airfix



The Kit

This is the long awaited (by some) reissue of the 1983 Airfix U-2B/D, and is also the only injection-moulded kit of this aircraft ever made by any manufacturer in 1/72. In this reissue there are some extra parts to build three versions the A, C or D models. In the box are four grey sprues and one clear all with fine raised panel lines.

Construction

As usual construction starts with the cockpit. This is basic and consists of a floor, rear bulkhead, control column, basic seat and pilot figure(s). I painted the cockpit all matt black as not much can be seen when the canopy is fitted and painted. One needs to decide early on which model is to be built in order that the correct lumps, bumps, canopy and aerials are fitted throughout construction. I opted for the U-2C. Construction is very simple and quite quick, but the intakes were troublesome and needed some filler and wet-sanding to blend them into the fuselage. The only other area that needed some work with



filler was the slipper tanks on the leading-edges of the wings.

also has all the lumps and bumps that make for a more interesting model.

Conclusion

A quick kit to build, but watch those intakes and slipper tanks and be careful with the decals. It's nice to see this kit back after such a long time between reissues. Despite its age it



goes together very well and looks every bit the sleek U-2. Recommended to modellers of all skills.

Mike Williams



PZL 130 TC1 Orlik

Technical Data

Scale: 1/72nd
Kit No: 72-052
Price: £TBA
Panel Lines: Recessed
Status: New Tooling
Type: Resin, Etched Brass & Vacformed Clear Plastic
Parts: Resin 43, Etched 120, Clear 2
Decal Options: 1
Manufacturer: Ardpol
UK Importer: Check Aeroclub for price & availability



Colour Options

Orliks seem only to appear in the very simple two-tone grey scheme illustrated in the instructions. No colour references are given on these drawings, but are provided on a small addendum sheet in the form of Federal Standard references, Gunze Sangyo colours and Humbrol references. I had a slight problem in that neither I nor my local stockist had heard of the Humbrol references 'H USN 5' and 'H USN 4'. Looking up the Federal Standard numbers on my conversion chart, I ended up with Humbrol 129 US Gull Grey for the lighter shade and 128 US Compass Grey for the darker. For the red of the spinner I used a 70/30 mix of Humbrol 60 Scarlet and 82 Orange.

The decal sheet is beautifully printed for both colour density and registration. The decals are thin but



strong and easy to use. They settled well into detail and after a couple of coats of Johnson's Klear there was no silvering, even with the smallest stencils.

excellent kit, but this seems to go even further. It feels like something specially made just for you, by a kindred spirit. A bit fanciful, perhaps, but very nice.

My sincere thanks to Ardpol for the review sample.

Neil Pinchbeck



The Kit

The kit comes in Ardpol's usual stout box. The main resin parts are smothered in crisp detail and the trailing-edges are razor sharp. In addition to the resin, a comprehensive etched fret offers more than 40 detail items.

Construction

Assembly centres on the cockpit. The fit of parts is good but it is tight with little in the way of tolerance. Offering things up and trying the fit throughout is the order of the day. Getting the etched rudder pedals in place is a particular case in point.

After all the etched fret cockpit effort, the remainder of the build is quite straightforward and made especially so by the excellent fit of all the parts.

Conclusion

A review doesn't really do this kit justice. Of course we all enjoy an

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1/72

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PJ Productions

In years gone by you always got a misshapen and often legless pilot in your kit, but nowadays it is very rare to get any form of pilot figure. If you like your cockpits to have pilots, PJ Productions produce a range of nicely cast resin figures. These are the latest additions to the range.

Scale: 1/32

Korean War US Navy Pilot

Product No: 32-1105

Designed for: US Navy aircraft

Type: Resin figure

Parts: 5 resin, 1 decal

Price: £9.70

This figure warranted special treatment as large-scale USN subjects are a favourite of mine. The resin castings are very well detailed and need the minimum of cleaning up before you can start assembly. The figure has been designed to fit the footsteps of Fisher Productions' Grumman Panther or Cougars as illustrated on the box top art, but with a little adjustment to the separate arms I also obtained a reasonable fit to the cockpit areas of Trumpeter's Corsair and Hasegawa's Hellcat. A small colour instruction sheet supplies a guide for painting the figure, but note the golden helmet on the illustrated figure is only applicable to pilots of VF-192 who operated the Panther in Korea and had a starring role in the classic film *The Bridges at Toko-Ri*. A more usual colour for this helmet was aluminium or white. One word of warning: the decal for the pilot's name on the lifejacket is printed on an ALPS-type printer and on the review sample smudged as acrylic matt varnish was applied; on the next one I will apply a coat of Johnson's Klear to protect it before applying the final varnish coat. If you have Fisher's Panther or Cougar this is an essential purchase, and the fact that it can



Korean War US Navy Pilot

be made to fit other aircraft types is a bonus. The figure paints up really nicely, is very well animated and adds a real sense. My thanks to PJ Productions for the review sample and to my friend George Coote who painted the review figure. The Korean War US Navy Pilot can be purchased in the UK from Hannants.

1/48 Scale

WWI Pilot

Product No: 481117

Type: Figure

Parts: 2

Price: £4.40

To be strictly accurate, this figure is not in the cockpit but climbing out of it with one hand resting on the fuselage spine.



WWI Pilot

Conclusion

With minimal preparation and some skilful painting you will have some attractive figures to add scale to your model. The WWI pilot is particularly welcome thanks to the resurgence of interest in Great War subjects and the release of many new state of the art kits, all in need of crew.

Many thanks to PJ Productions for the review samples. These items are available from Hannants.

AIMS

Here is new set of brass designed to fit Junkers Ju 88s and '188s. A small instruction sheet gives details of the aerial layout on nine different variants.

FuG Hohentwiel Anti-Shipping Radar and FuG 217 Rostock

Product No: PE7001

Scale: 1/72

Designed for: N/A

Type: Accessory

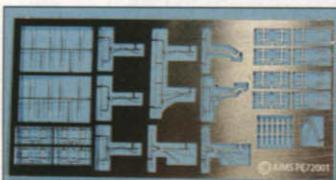
Parts: 24

Price: TBA

Conclusion

A simple and easy way to produce these complicated aerials in 1/72 scale. The only downside is that brass does not really represent the rod-like appearance of the real thing, but in this scale could anything?

Many thanks to AIMS for the review sample.



FuG Hohentwiel Anti-Shipping Radar and FuG 217 Rostock

Quick Boost

Quick Boost is a new name for a simple idea. Not everyone wants to spend a lot of time and money on detailing their models, so this range supplies resin accessories to add detail or improve the accuracy of a kit for minimal cost. Casting is by Aires and is to their normal high standard, with very small casting blocks which need only minimal preparation before use.

1/72 Scale

Sukhoi Su-27 Flanker B Nose Correction

Product No: QB 72 001

Designed for: Hasegawa/Revell

Parts: 1 Price: £2.90

A simple plug in part that corrects the nose profile of the Hasegawa Flanker.



Sukhoi Su-27 Flanker B Nose Correction

P-47D Thunderbolt Engine

Product No: QB 72 003

Designed for: Tamiya

Parts: 5 Price: £3.99

This is exquisitely cast with finesse of detail that can only be obtained with resin. The casting block doubles as the firewall, so no cleaning up is required and only minimal assembly — a very worthwhile addition to the Tamiya kit.

F4U-1 Corsair Engine

Product No: QB 72 004

Designed for: Tamiya

Parts: 5 Price: £3.99

PBY-5 Catalina Propellers

Product No: QB 72 006

Designed for: Academy

Parts: 8 Price: £2.90

Another simple set which supplies a nicely detailed propeller hub and three very thin



P-47D Thunderbolt Engine

F4U-1 Corsair Engine

propeller blades which are a vast improvement on the kit's examples.

1/48 Scale

F-4 Phantom II Ejection Seats

Product No: QB 48 004

Designed for: Any F-4

Parts: 4 Price: £5.30

A set of Martin-Baker Phantom seats that feature moulded seat belts and separate ejection pull handles.

P-47D Thunderbolt Engine

Product No: QB 48 005

Designed for: Tamiya

Parts: 5 Price: £5.30

An enlarged version of the 1/72 engine and in this scale the detail looks even better.

F4U-1 Corsair Engine

Product No: QB 48 006

Designed for: Academy

Parts: 5 Price: £5.30

Revi C/12 Gunsights

Product No: QB 48 007

Designed for: Any Luftwaffe fighter

Parts: 6 Price: £2.90

In many kits the gunsight is a blob of plastic. This set supplies six sights that will be a vast improvement and a nice touch is the choice of two different films for the gunsight glass, one with a monocular sight, the other without.

1/32 Scale.

Su-27 Flanker B Instrument Panel

Product No: QB 32 005

Designed for: Trumpeter

Parts: 3 Price: £5.30

This set replaces the Trumpeter kit's instrument panel with two separate resin mouldings, one of which is in clear and with careful painting will give a good representation of the instruments' glass faces. The instruments themselves are supplied on a photo film to place behind the clear resin before painting the rear face white to make the instruments stand out.



Revi 16B Gunsights

Revi 16B Gunsights

Product No: QB 32 006

Designed for: Luftwaffe fighters

Parts: 3 Price: £3.99

Three gunsights with separate glass to dress up your large-scale fighters.

Conclusion

I am impressed with this range. The addition of one of the engine sets and an Eduard basic Zoom set to a Tamiya kit will produce a model that, as an average kit sticker, I could only have dreamed about producing a few years ago, and at relatively low cost. In the UK this range is available from Hannants. I hope that this range sells well so that we can look forward to further sets to this high standard from Quick Boost.

Eduard Masks

If Eduard keeps bringing out new mask sets at this rate we will have a one for every aircraft type ever produced in all scales before too long. Test fitting a few of the samples once again shows a very good level of fit, almost as good as the bikini bottoms in their adverts! This month's releases cover all the major scales and feature both newer and older kits, so something for everyone.

I/72 Scale

A6M5 Zero

Product No: CX 006

Designed for: Hasegawa Type: Mask

AV-8B Harrier

Product No: CX 011

Designed for: Hasegawa Type: Mask

B-24D Liberator

Product No: CX 013

Designed for: Academy Type: Mask

B-17F/G Flying Fortress

Product No: CX 014

Designed for: Academy Type: Mask

Messerschmitt Bf 109E

Product No: CX 019

Designed for: Academy Type: Mask

Messerschmitt Bf 109E-3

Product No: CX 020

Designed for: Tamiya Type: Mask

Junkers Ju 87D/G Stuka

Product No: CX 088

Designed for: Fujimi Type: Mask

Heinkel He III

Product No: CX 089

Designed for: Italeri Type: Mask

Douglas SBD Dauntless

Product No: CX 090

Designed for: Hasegawa Type: Mask

Brewster F2A Buffalo

Product No: CX 091

Designed for: Hasegawa Type: Mask

NA F-86F/RF-86 Sabre

Product No: CX 093

Designed for: Fujimi Type: Mask

Sikorsky H-19/S-55

Product No: CX 094

Designed for: Italeri/Revell Type: Mask

Ki-48 Lily

Product No: CX 095

Designed for: Hasegawa Type: Mask

Ki-46 III Dinah

Product No: CX 096

Designed for: Hasegawa Type: Mask

Ki-49 Helen

Product No: CX 097

Designed for: Hasegawa Type: Mask

Macchi MC 202 Folgore

Product No: CX 098

Designed for: Italeri Type: Mask

Curtiss P-40E Kittyhawk Mk I

Product No: CX 099

Designed for: Hasegawa Type: Mask

NIKI-Ja George

Product No: CX 100

Designed for: Tamiya Type: Mask

Grumman EA-6B Prowler

Product No: CX 101

Designed for: Hasegawa Type: Mask

Grumman S-2F Tracker

Product No: CX 102

Designed for: Hasegawa Type: Mask

Focke-Wulf Ta 152H

Product No: CX 103

Designed for: Dragon Type: Mask

D4Y Judy

Product No: CX 107

Designed for: Fujimi Type: Mask

Lockheed F-117 Nighthawk

Product No: CX 108

Designed for: Hasegawa Type: Mask

Cessna A-37 Dragonfly

Product No: CX 109

Designed for: Academy Type: Mask

Republic P-47D-20 Thunderbolt

Product No: CX 110

Designed for: Academy Type: Mask

Vought F4U-1 Corsair

Product No: CX 111

Designed for: Academy Type: Mask

I/48 Scale

Douglas SBD Dauntless

Product No: EX 012

Designed for: Hasegawa Type: Mask

Messerschmitt Bf 109G-6

Product No: EX 017

Designed for: Hasegawa Type: Mask

Messerschmitt Bf 109F

Product No: EX 018

Designed for: Hasegawa Type: Mask

MDD F-15E Strike Eagle

Product No: EX 024

Designed for: Academy Type: Mask

DH Mosquito Mk IV

Product No: EX 028

Designed for: Tamiya Type: Mask

DH Mosquito FB Mk VI/NF Mk II

Product No: EX 029

Designed for: Tamiya Type: Mask

LTV F-8 Crusader

Product No: EX 030

Designed for: Hasegawa Type: Mask

Lockheed F-104 Starfighter

Product No: EX 031

Designed for: Hasegawa Type: Mask

Brewster F2A Buffalo

Product No: EX 032

Designed for: Tamiya Type: Mask

NA P-51D Mustang

Product No: EX 035

Designed for: Tamiya Type: Mask

MDD F-15E Strike Eagle

Product No: EX 038

Designed for: Hasegawa Type: Mask

Bristol Beaufighter

Product No: EX 044

Designed for: Tamiya Type: Mask

NA P-51A Apache

Product No: EX 068

Designed for: Accurate Miniatures Type Accessory Mask

Messerschmitt Me 410

Product No: EX 096

Designed for: Revell/Monogram Type: Mask

B-17G Flying Fortress

Product No: EX 106

Designed for: Revell/Monogram Type: Mask

Boeing V-22 Osprey

Product No: EX 110

Designed for: Italeri Type: Mask

Fiat CR 42

Product No: EX 111

Designed for: Italeri 02640 kit Type: Mask

Ki-49 Helen

Product No: CX 097

Designed for: Hasegawa Type: Mask

Macchi MC 202 Folgore

Product No: CX 098

Designed for: Italeri Type: Mask

Curtiss P-40E Kittyhawk Mk I

Product No: CX 099

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Designed for: Tamiya Type: Mask

Grumman EA-6B Prowler

Product No: CX 101

Designed for: Hasegawa Type: Mask

Grumman S-2F Tracker

Product No: CX 102

Designed for: Hasegawa Type: Mask

Fiat CR 42

Product No: CX 111

Designed for: Italeri 02640 kit Type: Mask

Fiat G.55

Product No: CX 112

Designed for: Italeri Type: Mask

Fiat G.57

Product No: CX 113

Designed for: Italeri Type: Mask

Fiat G.59

Product No: CX 114

Designed for: Italeri Type: Mask

Fiat G.75

Product No: CX 115

Designed for: Italeri Type: Mask

Fiat G.91

Product No: CX 116

Designed for: Italeri Type: Mask

Fiat G.91R

Product No: CX 117

Designed for: Italeri Type: Mask

Fiat G.91R2

Product No: CX 118

Designed for: Italeri Type: Mask

Fiat G.91R3

Product No: CX 119

Designed for: Italeri Type: Mask

Fiat G.91R5

Product No: CX 120

Designed for: Italeri Type: Mask

Fiat G.91R6

Product No: CX 121

Designed for: Italeri Type: Mask

Fiat G.91R7

Product No: CX 122

Designed for: Italeri Type: Mask

Fiat G.91R8

Product No: CX 123

Designed for: Italeri Type: Mask

Fiat G.91R9

Product No: CX 124

Designed for: Italeri Type: Mask

Fiat G.91R10

Product No: CX 125

Designed for: Italeri Type: Mask

Fiat G.91R11

Product No: CX 126

Designed for: Italeri Type: Mask

Fiat G.91R12

Product No: CX 127

Designed for: Italeri Type: Mask

Fiat G.91R13

Product No: CX 128

Designed for: Italeri Type: Mask

Fiat G.91R14

Product No: CX 129

Designed for: Italeri Type: Mask

Fiat G.91R15

Product No: CX 130

Designed for: Italeri Type: Mask

Fiat G.91R16

Product No: CX 131

Designed for: Italeri Type: Mask

Fiat G.91R17

Product No: CX 132

Designed for: Italeri Type: Mask

Fiat G.91R18

Product No: CX 133

Designed for: Italeri Type: Mask

Fiat G.91R19

Product No: CX 134

Designed for: Italeri Type: Mask

Fiat G.91R20

Product No: CX 135

Designed for: Italeri Type: Mask

Fiat G.91R21

Product No: CX 136

Designed for: Italeri Type: Mask

Fiat G.91R22

Product No: CX 137

Designed for: Italeri Type: Mask

Fiat G.91R23

Product No: CX 138

Designed for: Italeri Type: Mask

Fiat G.91R24

Product No: CX 139

Designed for: Italeri Type: Mask

Fiat G.91R25

Product No: CX 140

Designed for: Italeri Type: Mask

Fiat G.91R26

Product No: CX 141

Designed for: Italeri Type: Mask

Fiat G.91R27

Product No: CX 142

Designed for: Italeri Type: Mask

Fiat G.91R28

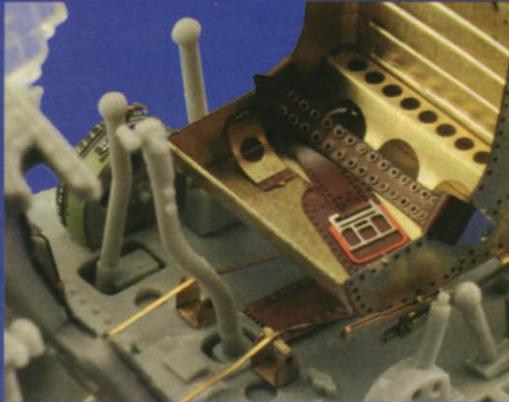
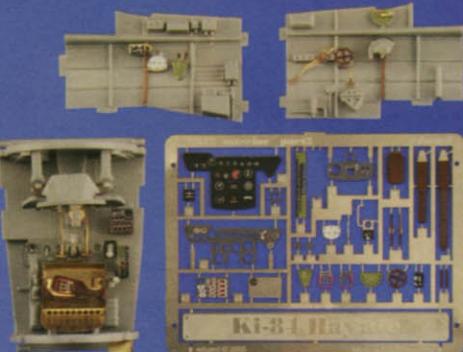
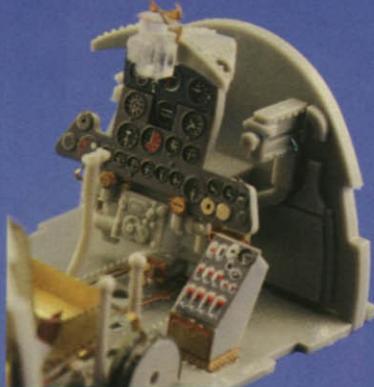
Product No: CX 143

Designed for: Italeri Type: Mask

Fiat G.91R29

Product No: CX 144

Designed for: Italeri Type: Mask



32542 Ki-84 Hayate interior



49330 MH-60G Pave Hawk interior



32550 Me 262A-1 Schwalbe interior



32550 Me 262A-1 Schwalbe interior

NEW COLOR PHOTOETCHED SETS

1/32

32550 Me 262A-1 Schwalbe interior TRU
32551 Me 262A-1 Schwalbe exterior TRU

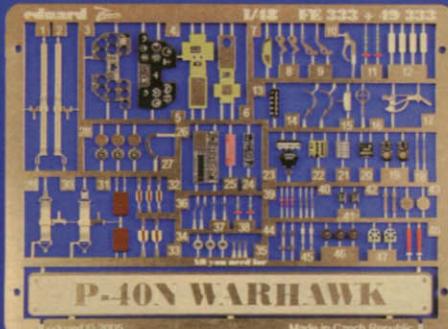
1/72

73241 He 111P interior HAS



32549 F-16CJ Fighting Falcon interior

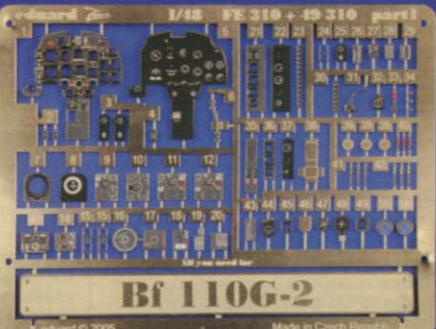
1/48

49027 Fw 200 Condor seatbelts TRU
49266 Ki-46 III Dinah TAM
49273 A-4E/F Skyhawk HAS
49276 F-16A Fighting Falcon Plus interior HAS
49277 MiG-29A Fulcrum interior ACA
49319 F-4J/S Phantom II HAS
49324 Ju 87G-2 Stuka HAS
49330 MH-60G Pave Hawk interior ITA
49342 Fw 200 Condor interior TUMr

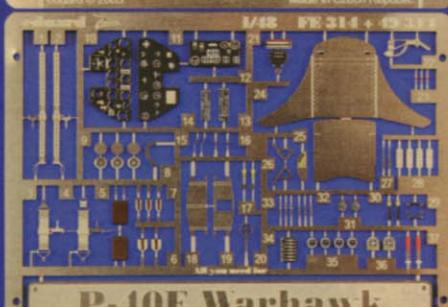
P-40N WARHAWK



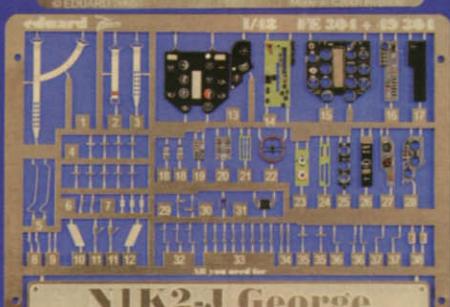
39313 Su-27 Flanker interior part 1



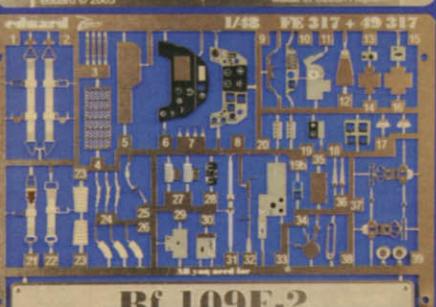
Bf 110G-2



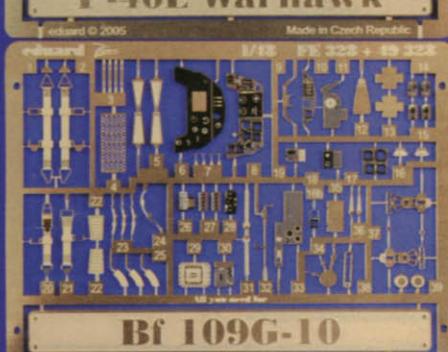
P-40E Warhawk



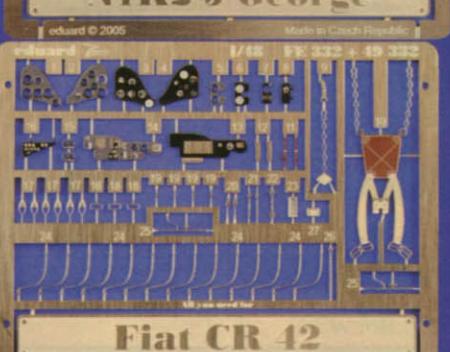
NIK2-J George



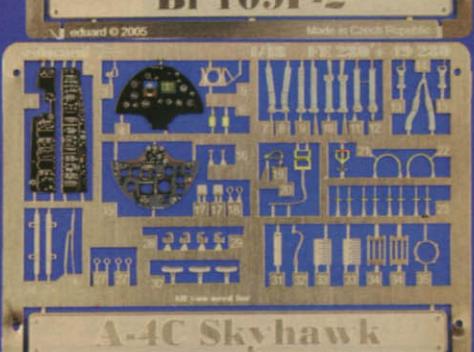
Bf 109F-2



Bf 109G-10



Fiat CR 42



A-4C Skyhawk

Please note that all illustrated sets show a partial content to include their colour components. The sets actually contain further frets beyond what we are showing here.

Pavla Resin

A bumper crop of new releases from the Czech Republic this month. One thing to be aware of when ordering is Pavla's numbering system as some codes appear to be used on more than one item. If the product number is prefixed with a 'V' it is a vacform canopy; all other items are resin parts or conversions. The resin parts appear to be of a high standard with just a little preparation required to remove casting blocks and flash. The vacform canopies are moulded from quite thick plastic which makes for easier preparation than those of some rivals. But though better than the kits' injection-moulded canopies, they are not as clear as those marketed by Squadron and Falcon. Most sets have a simple instruction sheet which clearly illustrates assembly, while the super sets also supply a colour guide using Humbrol and either FS or BS colour references.

1/72 Scale

Martin-Baker Mk 3H

Product No: S 72039

Designed for: Revell

Type: Accessory Parts: 1 Price: £2.00

A replacement seat designed for use in any Hawker Hunter kit.

Ki-45 Kai Toryu

Product No: C 72044

Designed for: Hasegawa

Type: Accessory Parts: 28 Price: TBA

This set includes a complete replacement cockpit. The level of casting is very high. The cockpit floor has a number of moulded levers and I cannot figure how this part was removed from the mould without breaking them. As a bonus this set also includes a vacform canopy for both front and rear compartments.

Morane Saulnier MS 406 plus Vac Canopy

Product No: C 72045

Designed for: Hasegawa

Type: Accessory Parts: 15 Price: £6.50

Another replacement cockpit which is far superior to the kit's, plus a replacement canopy.

De Havilland Mosquito B Mk IV

Product No: C 72046

Designed for: Tamiya

Type: Accessory Parts: 16 Price: £8.50

This set includes the complete detailed nose section for the Tamiya Mosquito as a direct replacement of the kit parts.

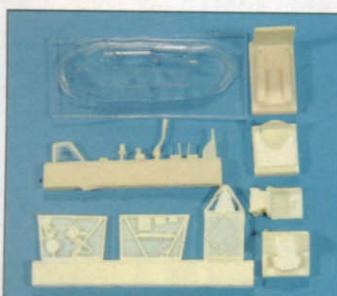
Lockheed PV-1 Ventura

Product No: C 72047

Designed for: Academy

Type: Accessory Parts: 48 Price: £16.99

Unlike most Pavla sets this one comes in a sturdy box, and is part of their Plus range. It supplies the complete innards for Academy's Ventura, detailing both the crew areas and the bomb bay. To arm the aircraft you are supplied with a choice of either six 500lb bombs or a torpedo. This is not so much a detail set as a complete revamp, and will turn your Ventura into a state of the art model.



Morane Saulnier MS 406 plus Vac Canopy

Brewster Buffalo Mk I

Product No: C 72048

Designed for: Hasegawa

Type: Conversion Price: £9.80

Another boxed set that converts Hasegawa's Buffalo into the British Mk I. It includes a complete replacement cockpit, replacement tail and a choice of two styles of propellers and pitot tubes. The finishing touch is a decal sheet with basic markings for six options including an RAF aircraft with two Luftwaffe kill markings and a Royal Navy example with nice Oasis art work on the nose.

Hawker Hunter F Mk 6

Product No: C 72049

Designed for: Revell

Type: Accessory Parts: 9 Price: £5.50

This simple cockpit set upgrades the new Revell kit includes a replacement vacform canopy.

Morane Saulnier MS 406

Product No: V 72-59

Designed for: Hasegawa

Type: Accessory Parts: 1 Price: TBA

This set supplies a single replacement vacform canopy.

NA P/TP-51D Mustang

Product No: V 72-60

Designed for: Academy/Tamiya

Type: Accessory Parts: 6 Price: TBA

This set supplies six replacement canopies.

Mosquito B Mk IV Bomb Bay plus Bombs

Product No: U 72-60

Designed for: Tamiya

Type: Accessory Parts: 8 Price: £6.30

Here you get a replacement bomb bay, featuring scale thickness bomb doors and a load of four 500lb bombs.

R-R Merlin 73/72 Mosquito Engine Cowlings

Product No: U 72-62

Designed for: Tamiya

Type: Accessory Parts: 6 Price: TBA

This set supplies a pair of two-stage Merlin cowlings for late mark Mosquitos.

RAF WW2 Weapons Set Part I

Product No: W 72-63

Designed for: N/A

Type: Accessory Parts: 16 Price: TBA

This set supplies six 25lb, two 250lb, two 500lb MC, two 500lb and two 100lb MC bombs.

MIG 21F-13 Upgrade set

Product No: U 72-64

Designed for: Revell

Type: Accessory Parts: 5 Price: £2.95

A simple set that supplies replacement wheels, radome and ejection seat, plus a vacform canopy.

Lockheed PV-1 Ventura Part I

Product No: U 72-65

Designed for: N/A

Type: Accessory Parts: 6 Price: £3.90

To compliment the super set reviewed earlier this set replaces the kit's tail feathers with tailplane and fins having separate elevators and rudders.

RAF WW2 Weapons Set Part 2

Product No: W 73-66

Designed for: N/A

Type: Accessory Parts: 1 Price: £1.30

This set supplies one 4,000lb HC Mk I bomb.



Control Surfaces Fiat CR 42



Ki-45 Kai Toryu

RAF WW2 Weapons Set Part 3

Product No: W 73-67

Designed for: N/A

Type: Accessory Parts: 2 Price: £1.30

This set supplies two 2,000lb HC Mk I bombs.

Hawker Hunter Prototype

Product No: U 72-68

Designed for: Revell

Type: Conversion Parts: 17 Price: TBA

This is another boxed super set that converts Revell's Hunter to the prototype WB188. The set includes a new tail and replacement parts to convert the wings to the straight leading-edge type used on early Hunter variants. A choice of two different rudders and jet pipes is supplied, plus a replacement nose section. The set is completed by a basic decal sheet for the pale green prototype as marked on its first flight.

1/48 Scale

F2A-2 Buffalo plus Vac Canopy

Product No: C 48007

Designed for: Tamiya

Type: Accessory Parts: 14 Price: £9.80

A complete replacement cockpit for the Tamiya kit which also includes a replacement vacform canopy.

Upgrade Set Spitfire Mk IIA (LR) plus Vac Canopies

Product No: U 48-09

Designed for: Tamiya

Type: Conversion Parts: 6 Price: £5.99

If you are after a slightly different Spit this is the set for you. The main part is the single large fuel tank carried under the port wing but you also get a replacement spinner with separate propeller blades and a new seat complete with moulded-on seatbelts.

Upgrade Set Yak-7

Product No: U 48-10

Designed for: ICM

Type: Accessory Parts: 20 Price: £10.99

A complete set of control surfaces, replacement undercarriage doors, flattened wheels and a new oil cooler intake make for a quick and simple upgrade to the ICM kit.

Control Surfaces Fiat CR 42

Product No: U 48-11

Designed for: Italeri

Type: Accessory Parts: 5 Price: £2.50

The title says it all.

Martin-Baker Mk 8LC

Product No: S 48019

Designed for: N/A

Type: Accessory Parts: 1 Price: £1.50

A single ejection seat for the Tucano and Super Galeb.

Martin-Baker Mk 10L

Product No: S 48018

Designed for: N/A

Type: Accessory Parts: 1 Price: £1.50

A single ejection seat of the type used in the Mirage 2000, Eurofighter Typhoon and Hawk T.1.

Hawker Hurricane

Product No: V 48-05

Designed for: Hasegawa

Type: Accessory Parts: 1 Price: TBA

This and the next three sets all supply one replacement vacform canopy.

F2A-2 Buffalo

Product No: V 48-06

Designed for: Tamiya

Type: Accessory Parts: 1 Price: TBA

Yak-9

Product No: V 48-07

Designed for: ICM

Type: Accessory Parts: 1 Price: TBA

MiG-29A

Product No: V 48-08

Designed for: Academy

Type: Accessory Parts: 1 Price: TBA

Conclusion

Pavla have produced some very original subjects in this month's releases. The prototype Hunter conversion deserves to sell well, and the Ventura upgrades will make an attractive model. The only improvement I could suggest would be to include two of the vacform canopies in the detail sets as hamfisted modellers like me normally manage to write off at least one! These sets are available from Hannants.

Many thanks to Pavla for supplying the review samples.



Martin-Baker Mk 8LC

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AM14808 - A.M.I. FIAT G.91 "Yankee"	E. 12,00
AM14809 - FIAT G.91 P.A.N.	E. 12,00
AID-4809 - F-16 C Turkey Israel Usaf Bahrain	E. 12,00
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72007 - FIAT G.55 "Sottoserie"	E. 10,00

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Eduard Brass

The latest batch from Eduard contains a mix of their pre-coloured brass and normal 'silver' brass ranges. The pre-coloured sets are available as Zoom sets that contain the basic parts to detail a cockpit, while the standard range sets contain added detail and the pre-coloured set. And to confuse matters you also have sets that contain just brass to detail areas such as the flaps. Confused? If in doubt visit Eduard's superb website which contains a search engine that will help you select an appropriate set for your model.

1/72 Scale

P-51D Mustang

Product No: SS 248 Zoom

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Focke-Wulf Fw 190A-8

Product No: SS 267 Zoom

Designed for: Academy

Type: Etched Brass Price: TBA

Focke-Wulf Fw 190F-8

Product No: SS 268 Zoom

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Harrier GR.5

Product No: SS 271 Zoom

Designed for: Hasegawa

Type: Etched Brass Price: TBA

F-4 Phantom II ladder

Product No: 72 448

Designed for:

Type: Etched Brass Price: TBA

P-51D Mustang

Product No: 73 248

Designed for: Hasegawa

Type: Etched Brass Price: TBA

P-47D Thunderbolt Gun Bay

Product No: 73 254

Designed for: Tamiya

Type: Etched Brass Price: TBA

Focke-Wulf Fw 190A-8

Product No: 73 267

Designed for: Academy

Type: Etched Brass Price: TBA

Focke-Wulf Fw 190F-8

Product No: 73 268

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Harrier GR.5

Product No: 73 271

Designed for: Hasegawa

Type: Etched Brass Price: TBA

1/48 Scale

Shenyang FT-6

Product No: FE 258 Zoom

Designed for: Trumpeter

Type: Etched Brass Price: TBA

Spitfire Mk Vb

Product No: FE 275 Zoom

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Douglas A-4C Skyhawk

Product No: FE 280 Zoom

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Junkers Ju 88A-4 Interior

Product No: FE 285 Zoom

Designed for: Dragon

Type: Etched Brass Price: TBA

Lockheed F-117 Nighthawk

Product No: FE 286 Zoom

Designed for: Tamiya

Type: Etched Brass Price: TBA

Macchi MC 205 Veltro

Product No: FE 289 Zoom

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Brewster Buffalo Model 339

Product No: FE 292 Zoom

Designed for: Tamiya

Type: Etched Brass Price: TBA

NIJ2-J George

Product No: FE 304 Zoom

Designed for:

Type: Etched Brass Price: TBA

Messerschmitt Bf 110G-2

Product No: FE 310 Zoom

Designed for: Revell/Monogram

Type: Etched Brass Price: TBA

Messerschmitt Bf 109G-2

Product No: FE 316 Zoom

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Messerschmitt Bf 109F-2

Product No: FE 317 Zoom

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Messerschmitt Bf 109G-14

Product No: FE 318 Zoom

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Harrier GR.5

Product No: FE 323 Zoom

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Messerschmitt Bf 109G-10

Product No: FE 328 Zoom

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Harrier GR.5

Product No: 49 304

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Messerschmitt Bf 109F-2

Product No: 49 317

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Messerschmitt Bf 109G-10

Product No: 49 328

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Messerschmitt Bf 109F-2

Product No: 49 329

Designed for: Hasegawa

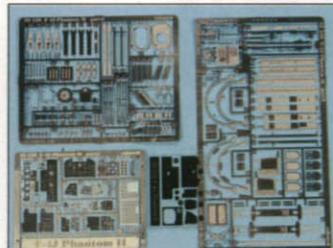
Type: Etched Brass Price: TBA

Brewster Buffalo Model 339

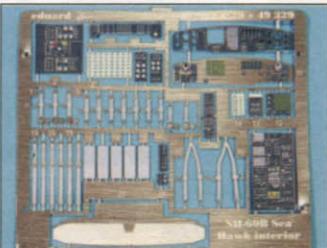
Product No: 49 292

Designed for: Tamiya

Type: Etched Brass Price: TBA



F-4 Phantom II



Sikorsky SH-60B Sea Hawk Interior

Fiat CR 42

Product No: 49 332

Designed for: Italeri 2640 kit

Type: Etched Brass Price: TBA

Curtiss P-40N Warhawk

Product No: 49 333

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Sikorsky SH-60B/J Sea Hawk Exterior

Product No: 48 515

Designed for: Italeri 2620 kit

Type: Etched Brass Price: TBA

US WWII Filler Neck Cap

Product No: 48 018

Designed for: N/A

Type: Etched Brass Price: TBA

Shenyang FT-6

Product No: 49 258

Designed for: Trumpeter

Type: Etched Brass Price: TBA

Spitfire Vb

Product No: 49 275

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Brewster Buffalo

Product No: 49 279

Designed for: Tamiya

Type: Etched Brass Price: TBA

Douglas A-4C Skyhawk

Product No: 49 280

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Junkers Ju 88A-4 Interior

Product No: 49 285

Designed for: Dragon

Type: Etched Brass Price: TBA

Lockheed F-117A Nighthawk

Product No: 49 286

Designed for: Tamiya

Type: Etched Brass Price: TBA

Macchi MC 205 Veltro

Product No: 49 289

Designed for: Hasegawa

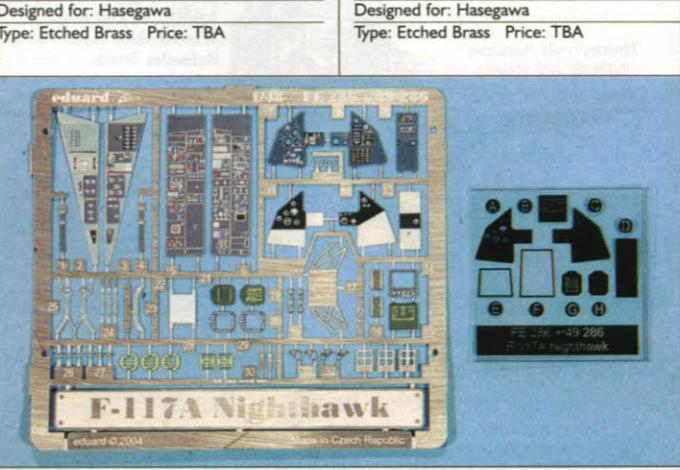
Type: Etched Brass Price: TBA

Brewster Buffalo Model 339

Product No: 49 292

Designed for: Tamiya

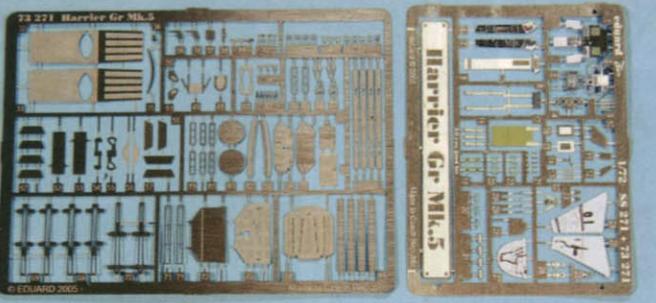
Type: Etched Brass Price: TBA



Lockheed F-117 Nighthawk



P-51D Mustang



Harrier GR.5

Douglas SBD-5 Dauntless

Product No: 49 302

Designed for: Accurate Miniatures

Type: Etched Brass Price: TBA

Messerschmitt Bf 109G-2

Product No: 49 316

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Messerschmitt Bf 109G-14

Product No: 49 318

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Harrier GR.5

Product No: 49 323

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Sikorsky SH-60B Sea Hawk Interior

Product No: 49 329

Designed for: Italeri

Type: Etched Brass Price: TBA

I/32 Scale

A6M5 Zero Dashboard

Product No: 33 001 Zoom

Designed for: Tamiya

Type: Etched Brass Price: TBA

Messerschmitt Bf 109G-6 Dashboard

Product No: 33 006 Zoom

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Ki-84 Hayate Landing Flaps

Product No: 32 141

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Ki 84 Hayate Exterior

Product No: 32 142

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Focke-Wulf Fw 190F-8 Interior

Product No: 32 535

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Ki-84 Hayate Interior

Product No: 32 542

Designed for: Hasegawa

Type: Etched Brass Price: TBA

F-16CJ Fighting Falcon Ejection Seat

Product No: 32 548

Designed for: Academy

Type: Etched Brass Price: TBA

Focke-Wulf Fw 190F-8 Landing Flaps

Product No: 32 145

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Focke-Wulf Fw 190F-8 Exterior

Product No: 32 146

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Vought F4U-1 Corsair Placards

Product No: 32 516

Designed for: Trumpeter

Type: Etched Brass Price: TBA

Seatbelts RAF WWII

Product No: 32 527

Designed for: N/A

Type: Etched Brass Price: TBA

F-4J Phantom II

Product No: 32 530

Designed for: Tamiya

Type: Etched Brass Price: TBA

Focke-Wulf Fw 190F-8 Interior

Product No: 32 535

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Ki-84 Hayate Interior

Product No: 32 542

Designed for: Hasegawa

Type: Etched Brass Price: TBA

F-16CJ Fighting Falcon Ejection Seat

Product No: 32 548

Designed for: Academy

Type: Etched Brass Price: TBA

Conclusion

Some of the pre-painted detail on these new sets is outstanding. The ethics of all these pre-painted parts has caused a few conversations at my club, but I am a big fan of them as I could never paint anything as good. The examples designed for the Messerschmitt Bf 110 and Fiat CR 42 are particularly well done and if you have either of these kits in your pending pile you must invest in the Zoom sets. Another high for me this month was the inclusion of the Phantom Ladder in 1/72 scale. Since the demise of PP Aeroparts there has been a gap in the market for inexpensive ladders with which to dress up your completed model, so can we now have the Phantom ladder in 1/48 and 1/32 please?

The Eduard range is available from LSA Models and Hannants in the UK. We thank Eduard for supplying the review samples, and apologise for the late appearance of some of these items — they got lost in the mail for nearly six months!

White Ensign Models Colourcoats Paints

The WEM range of paints is now well established and features colours used by Germany, United States, Russia and France during World War 2. Now we have a new range that covers the paints applied to Italian aircraft during the conflict. WEM's paints are enamels supplied in 14ml tinlets, and can be brushed or thinned 60/40 with a good quality white spirit for airbrushing. The manufacturer recommends six hours between coats. I find that leaving them overnight in a warm airing cupboard works very well. The paint cures to a nice satin finish to which you can add most decals without further varnishing. And most importantly, the colours appear to produce a good scale match to surviving samples of Italian camouflage.

AC RA 01 *Giallo Mimetico 1*
(camouflage yellow used by Fiat)
AC RA 02 *Giallo Mimetico 2*
(camouflage yellow used by Piaggio)
AC RA 03 *Giallo Mimetico 3*
(camouflage yellow used by Breda, Caproni, CRDA, Fiat, IMAM and SIAI)
AC RA 04 *Giallo Mimetico 4*
(camouflage yellow used by Aermacchi and IMAM)
AC RA 05 *Verde Mimetico 1*
(camouflage green used by Fiat and SIAI. Main topside colour in continental camouflage, used for blotches in desert schemes)

AC RA 06 *Verde Mimetico 2*
(camouflage green used by Aermacchi and Piaggio. Main topside colour in continental camouflage, used for blotches in desert schemes)

AC RA 07 *Verde Mimetico 3*
(camouflage green used by Breda, Caproni, Fiat and IMAM. Main topside colour in continental camouflage, used for blotches in desert schemes)

AC RA 08 *Verde Mimetico 53192*
(camouflage green used by Caproni, CFDA, Fiat and SIAI)

AC RA 09 *Verde Oliva Scuro 2*
(camouflage green used as overall topside colour in latter stages of WWII, particularly on Reggiane aircraft)

AC RA 10 *Nocciola Chiaro*
(background mid-brown for MC 202s)

AC RA 11 *Marrone Mimetico 1*
(camouflage brown used by Fiat and SIAI)

AC RA 12 *Marrone Mimetico 2*
(camouflage brown used by Caproni, Fiat, IMAM and Piaggio)

AC RA 13 *Bruno Mimetico*
(camouflage brown used by Breda, Caproni, CRDA, IMAM, Aermacchi and Piaggio)

AC RA 14 *Grigio Mimetico*
(underside camouflage grey)

AC RA 15 *Grigio Azzuro Chiaro*
(underside grey, widely used after 1941)

AC RA 16 *Grigio Azzuro Scuro*
(dark blue-grey used on maritime aircraft and night-fighters)

AC RA 17 *Bianco Avorio* (desert pink, used on FN 305s and SM 81s)

AC RA 18 *Alluminio* (aluminium paint used on undersides pre- and early war)

timely release, and costing only £1.19 a tinlet they are very reasonably priced. They can be ordered direct from White Ensign Models at www.whiteensignmodels.com or by phone on 0870 220 1888.

Many thanks to White Ensign for supplying the review samples.



Aires

Like some of their competitors, Aires are masters at using resin and brass to best effect. Most of their sets have basic instructions, but these lack any form of colour guidance so you will have to carry out some research or use the donor kit's instructions.

1/72 Scale

F-14A Tomcat Exhaust Nozzles

Product No: 7125

Designed for: Hasegawa

Type: Accessory

Parts: Resin 6, Brass 2

Price: £7.05

This combines two previous sets to produce an aircraft with one exhaust nozzle open and one closed.

F-4E/J/F/G/J/S Phantom Exhaust Nozzles

Product No: 7128

Designed for: Hasegawa

Type: Accessory

Parts: Resin 5, Brass 2

Price: £7.05

Messerschmitt Bf 109E Control Surfaces

Product No: 7129

Designed for: Hasegawa

Type: Accessory

Parts: 1

Price: £2.25

F-16 Fighting Falcon Wheel Bay

Product No: 7131

Designed for: Hasegawa

Type: Accessory

Parts: Resin 15

Price: £5.25

The detail on this set is very well cast — shame that it is all hidden under the model!

F-16 Fighting Falcon Radome

Product No: 7132

Designed for: Hasegawa

Type: Accessory

Parts: Resin 2

Price: £4.35

Another well detailed set but this one will be all visible up front and includes an etched brass antenna.

RA-5C Vigilante Exhaust Nozzles

Product No: 7133

Designed for: Trumpeter



F-14A Tomcat Exhaust Nozzles



F-4E/J/F/G/J/S Phantom Exhaust Nozzles



F-16 Fighting Falcon Radome

1/48 Scale

Messerschmitt Bf 109K-4 Cockpit Set

Product No: 4248

Designed for: Hasegawa

Type: Accessory

Parts: Resin 11, Brass 22

Price: £7.05

Aires now produce a cockpit for almost every variant of the '109 combining etched brass and resin at a relatively low cost.

F-4D Phantom II Late Cockpit Set

Product No: 4255

Designed for: Hasegawa

Type: Accessory

Parts: Resin 14, Brass 26

Price: TBA

The latest Phantom cockpit is almost identical to the previous F-4D set with just small changes to the instrument panel to represent the later variant.

F-14A Tomcat Exhaust Nozzles

Product No: 4256

Designed for: N/A

Type: Accessory

Parts: Resin 6, Brass 2

Price: £8.85

Similar to the 1/72 scale set to produce the typical 'Tomcat at rest' pose.

RA-5C Vigilante Exhaust Nozzles

Product No: 4258

Designed for: Trumpeter

Type: Accessory

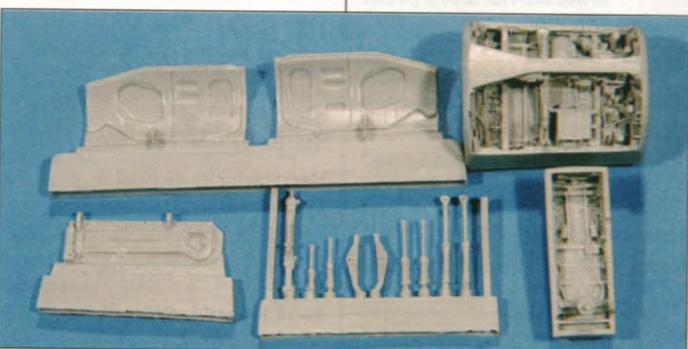
Parts: Resin 6, Brass 2

Price: £8.85

1/32 Scale

Heinkel He 162A-2 Detail Set

Product No: 2033



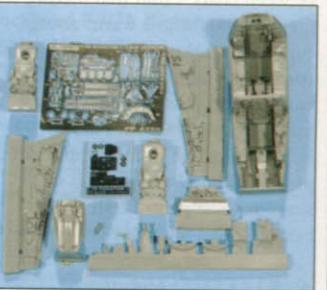
F-16 Fighting Falcon Wheel Bay



Messerschmitt Bf 109E Control Surfaces



RA-5C Vigilante Exhaust Nozzles



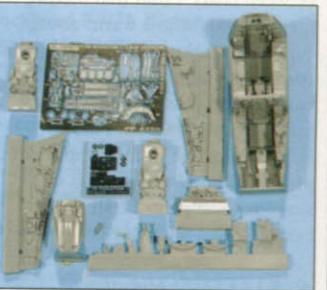
F-4D Phantom II Late Cockpit Set



F-14A Tomcat Exhaust Nozzles



RA-5C Vigilante Exhaust Nozzles



Messerschmitt Bf 109K-4 Cockpit Set



Heinkel He 162A-2 Detail Set



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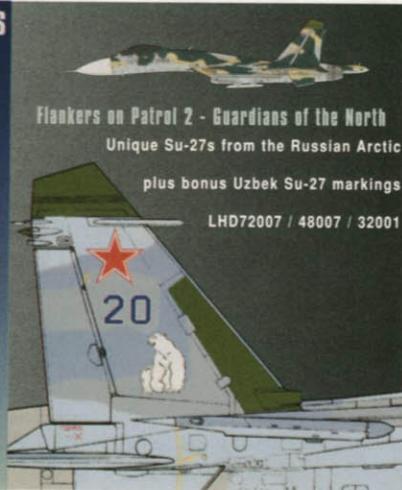
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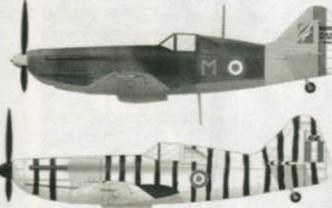
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Techmod

The latest from this Polish manufacturer is an interesting mix of types in all three major scales. All the sheets are well printed and in perfect register, the instructions feature colour side-views and bilingual Polish/English text with Federal Standard FS numbers for the camouflage schemes.

A number of these sheets have vinyl masks for the canopies which make them even better value for money.

1/72 Scale

TM72123 PZL P-11c

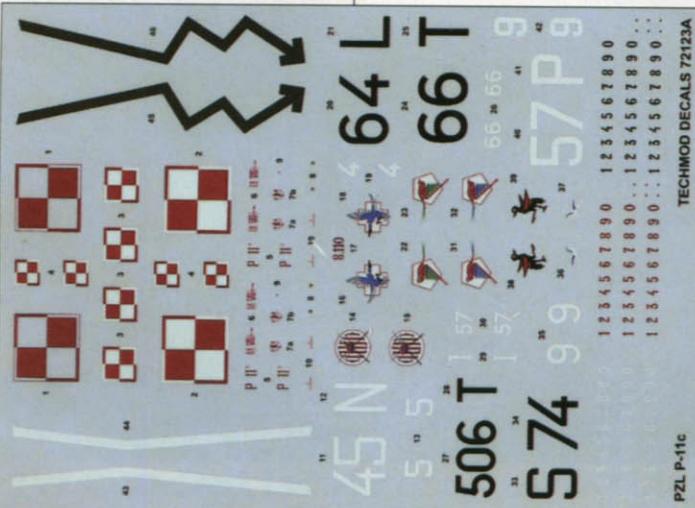
All the options are in a camouflage of khaki over light blue and carry attractive squadron insignia. Enough national insignia are supplied for two examples.

1. 111 Fighter Squadron.
2. '57', 141 Fighter Squadron, Spring 1939.
3. '4', No 8.110 of Stanislaw Brezowski, 152 Fighter Squadron, September 1939.
4. '66' of Lt Stanislaw Skalski, 142 Fighter Squadron, September 1939.
5. '9', 161 Fighter Squadron, 1939.
6. '9', 132 Fighter Squadron.

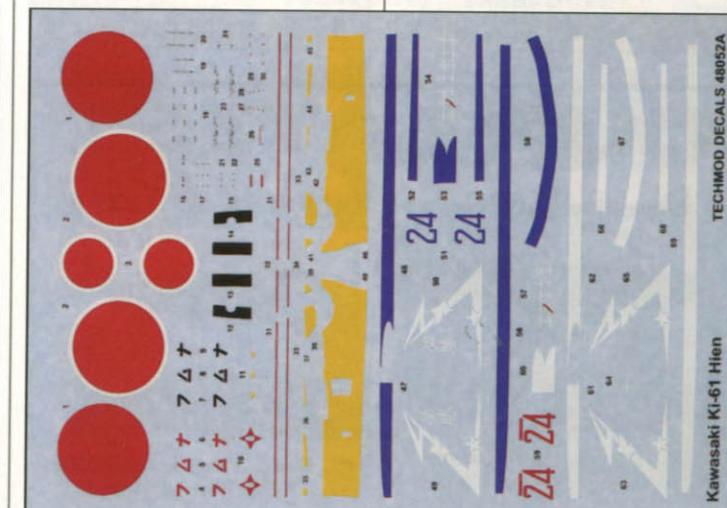
TM72124 PZL P.23A/B Karas

Once again all options are in khaki over light blue camouflage and you get enough national insignia for two Polish and one Romanian example.

1. PZL.23B '1', 12th Line Squadron of 1st Air Regiment, Warszawa, 1938.
2. PZL.23B '9', 24th Reconnaissance Squadron of Army, Krakow, September 1939.
3. PZL.23B '5', 21st Bomber Squadron, Krakow, September 1939.
4. PZL.23A '2', Aviation Cadet School, Deblin.



TM72123 PZL P-11c



TM48052 Kawasaki Ki-61-I Hien

TM48066 PZL P-37B 'Los'

Designed for the superb Mirage kit, this sheet supplies national insignia and stencils for one Polish and one Romanian example. All aircraft have a plain khaki over light blue scheme except option 5 which adds a dark earth camouflage over the khaki. Once again a complete set of masks are supplied for the clear areas and wheels.

1. PZL 37B No 72.91, 10 Bomber Squadron, Ulez, August 1939.
2. PZL 37B (Los II) '3'/No 72.183, September 1939.
3. PZL 37B No 72114, 217 Bomber Squadron, August 1939.
4. PZL 37B (Los II) '220', 4 Bomber Group, Royal Romanian Air Force, Eastern Front 1941.
5. PZL 37 B (Los II) '211', 4 Bomber Group, Royal Romanian Air Force, Eastern Front 1941.
6. PZL 37B (Los II) '210', 4 Bomber Group, Royal Romanian Air Force, Eastern Front 1941.
7. PZL 37B (Los II) '218', 4 Bomber Group, Royal Romanian Air Force, Eastern Front 1941.

TM48067 Grumman TBM-3 Avenger

All options are in the tri-colour scheme of Sea Blue and Intermediate Blue over white and include a set of masks.

1. TBM-3 'White 84' of VC-88, USS *Saginaw Bay* (CVE 94), March 1945.
2. TBM-3 'White D87' of VT-40, USS *Sewanee* (CVE 27), April 1945.
3. TBM-3 'White 309' of VT-83, USS *Essex* (CV 9), April 1945.

1/32 Scale

TM32016 TBM-1C Avenger

All aircraft on this sheet feature the tricolour scheme of Sea Blue and

of the wings.

1. Ki-61-I Tei 'Blue 24', 244 Sentai, Japan, May 1945.
2. Ki-61-I Tei 'Blue 24', 244 Sentai, pilot Mjr Teruhiko Kobayashi, Japan, April 1945.
3. Ki-61-I Tei 'Red 24', 244 Sentai, pilot Mjr Teruhiko Kobayashi, Japan, December 1944.

TM48053 Kawasaki Ki-61-I Hien

Similar to the previous sheet in content, option 3 has a red lightning flash and coloured bands around the rear fuselage.

1. Ki-61-I Hei 'Red 295', 244 Sentai, Japan, 1944.
2. Ki-61-I Hei 'Red 295', 244 Sentai, pilot Mjr Teruhiko Kobayashi, Japan, January 1945.
3. Ki-61-I Hei 'Red 43', 244 Sentai, Japan, 1945.

TECHMOD DECALS 72123A

Kawasaki Ki-61 Hien



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F3H-2N Demon.

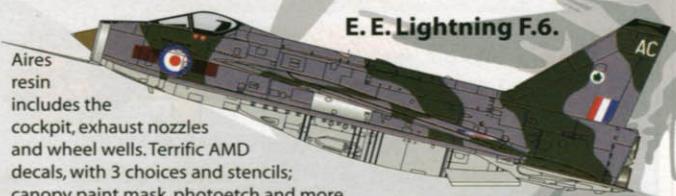
Aires resin includes the cockpit, exhaust nozzles and wheel wells, a terrific set of AMD decals, with 2 choices, canopy paint mask, photoetch and more.



FJ-4B Fury

Aires resin includes intake, full cockpit, wheel wells, 5 bull pup missiles with tracking pod, a terrific decal set with 3 beautiful color schemes.

Very few pieces left!!



E. E. Lightning F.6.

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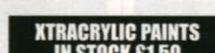
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A Selection of Recent Arrivals



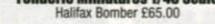
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DH Vampire T 11/22 £29.99
Supermarine Attacker £29.99
DH Vampire T55 £29.99
DH Vampire Foreign P12 £29.99



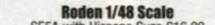
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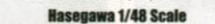
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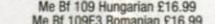
Special Hobby 1/72 Scale
Fokker D.VII Alb (late) £14.99



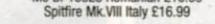
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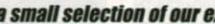
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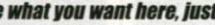
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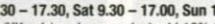
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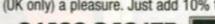
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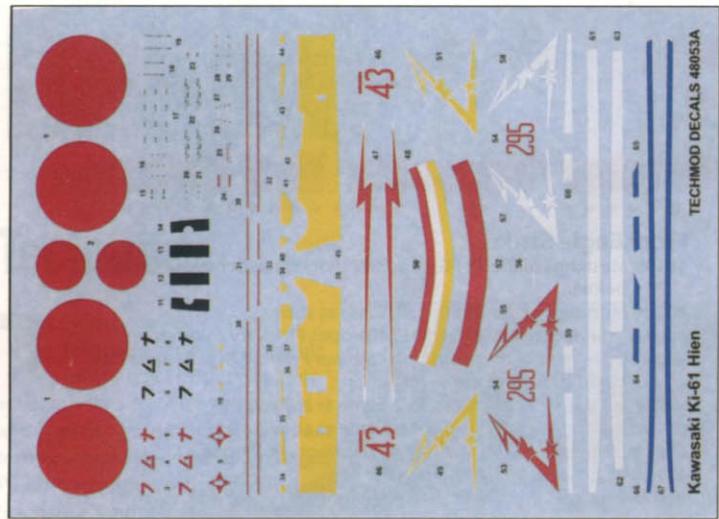
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TM48053 Kawasaki Ki-61-I Hien

Intermediate Blue over white, with stencils and national markings for one aircraft.

This sheet also includes canopy and turret masks with a clear placement guide on the instruction sheet.

1. TBM-1C BuNo 46353 'White 93' of VT-15, USS *Essex* (CV 9), November 1944.

2. TBM-1C BuNo 46203 'White 23' of VC-21, USS *Macus Island* (CVE 77), August 1944.

3. TBM-1C, BuNo 73495 'White 83 of VC-76, flown by Lt (jg) Rothwell, USS *Petrol Bay* (CVE 80), 1945. This aircraft carries Betty Boop art work on both sides of the fuselage.

4. TBM-1C 'White B1' of VC-10, flown by unit CO, Lt Cdr E J Huxtable, USS *Gambier Bay* (CVE 73), October 1944. This option has four female nudes artwork on the port fuselage side.

TM32017 Grumman TBM-3 Avenger

As on the previous sheet all options are in the tri-colour scheme and a set of masks is included.

1. TBM-3 'White 84' of VC-88, USS *Saginaw Bay* (CVE 94), March 1945.

2. TBM-3 'White D87' of VT-40, USS *Suwannee* (CVE 27), April 1945.

3. TBM-3 'White 309' of VT-83, USS *Essex* (CV 9), April 1945.

TM32018 Vought F4U-ID Corsair

Three aircraft from the USS *Bunker Hill* during the final year of the Pacific War. All options are in glossy Sea Blue overall with a white arrowheads on the tail and wings. The second and third options have a yellow nose and white taped areas on the upper fuselage. Complete stencilling and national markings are included for one option.

1. 'White 110' of VF-84, USS *Bunker Hill*, April 1945.

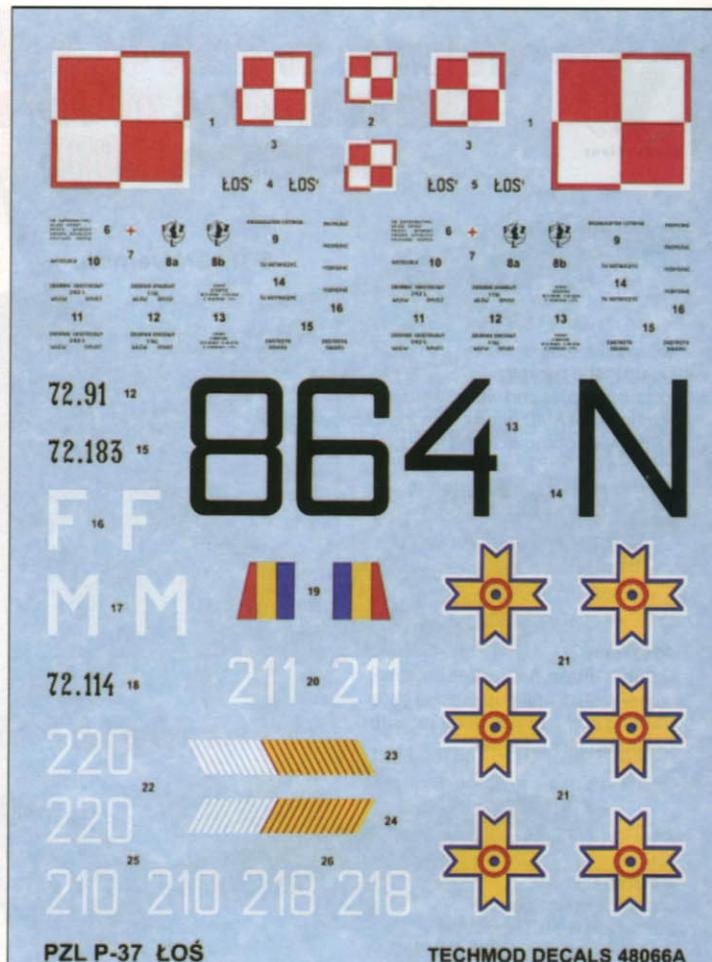
2. Bu No 578034 'White 16' of Lt Cdr Roger R Hedrick, VF-84, USS *Bunker Hill*, February 1945.

3. 'White 15', VF-84, USS *Bunker Hill*, February 1945.

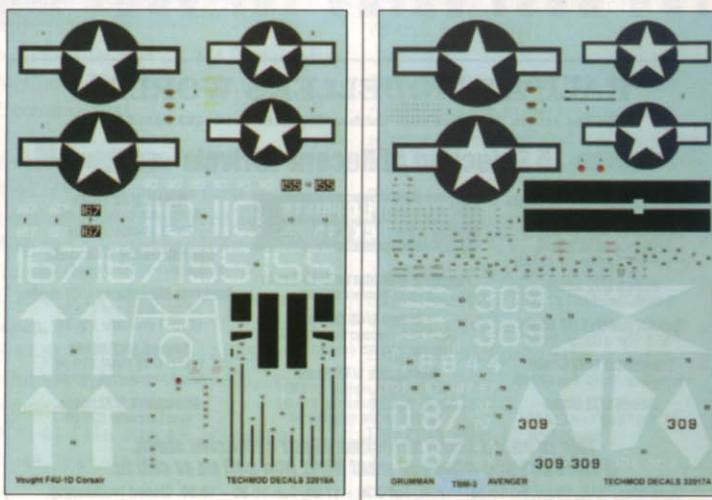
Conclusion

These sheets cost between £4 and £9 and are amazing value for money as the quality of the decals is superb and the instructions clear and easy to understand. The masks included in many of the sets make them even better value. The only downside is that this manufacturer's sheets sell out very quickly, so buy now or regret later.

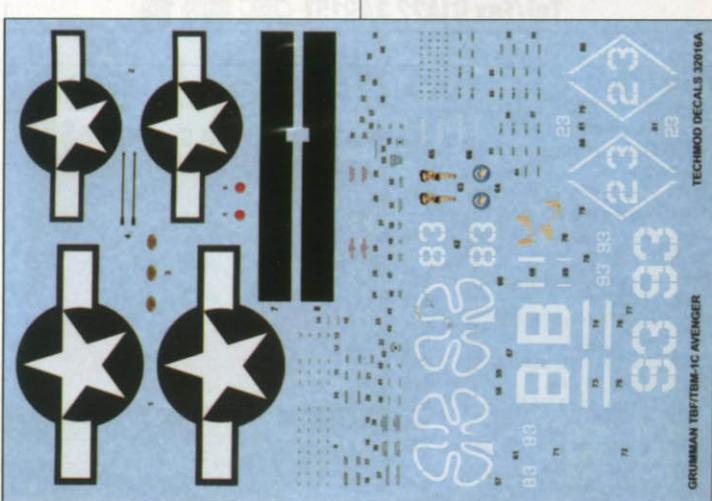
Our thanks to Techmod for supplying the review samples. In the UK these decals are available from Hannants.



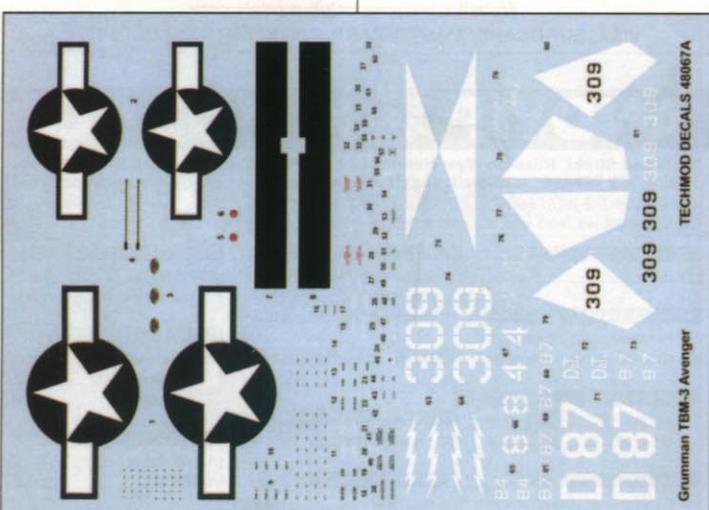
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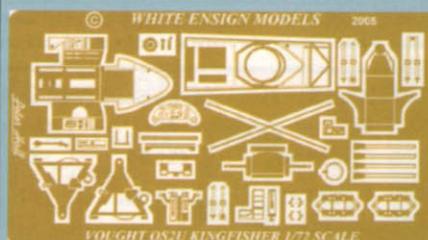
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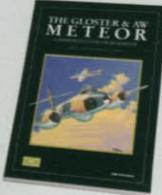
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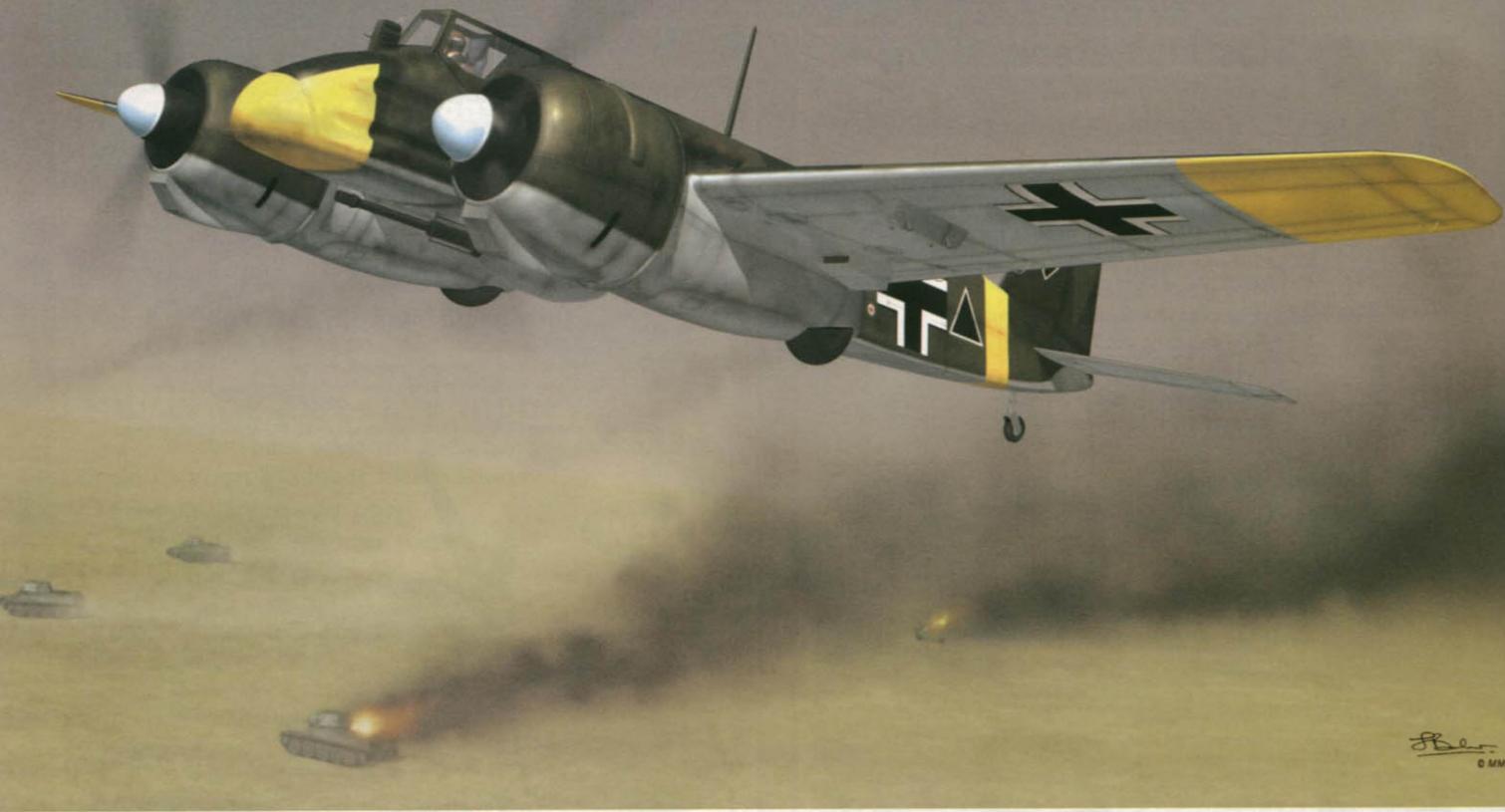
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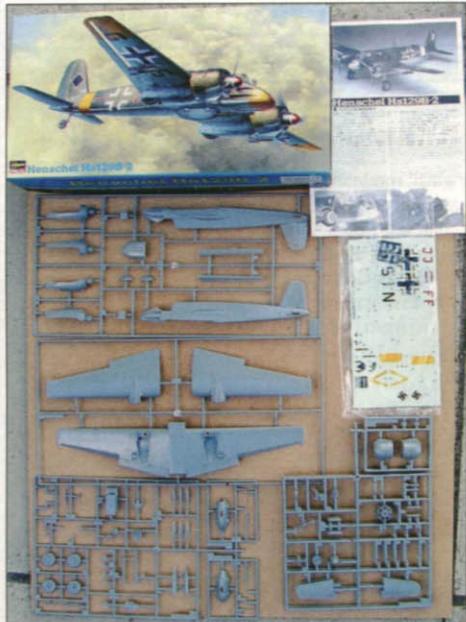


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If you were to ask the uninformed masses to name a German WWII aircraft manufacturer you'd get the usual Messerschmitt, Focke-Wulf and Junkers, even maybe a Heinkel or a Dornier, but you can bet your bottom dollar that the name Henschel would just get you a puzzled stare. If, however, you were to ask the same question of a locomotive fan Henschel would be the first name out of the hat.

During the second half of the 19th century Henschel und Sohn GmbH were one of the world's largest manufacturers of locomotives and rolling stock, but during the early 1930s they set their sights on producing aircraft for the resurgent Luftwaffe.

In 1931 Henschel's management were in talks with the financially troubled Junkers about a takeover, but this deal didn't get past the negotiating table and in 1933 Henschel Flugzeugwerke AG came into being and aircraft production began.

Initially nothing more than a licence builder of other companies' products (Junkers Ju 86D, Ju 88 and Dornier Do 17), Henschel carried out indigenous design work as well, their first successful creation being the Hs 123 biplane which saw some use by the Condor Legion in ground attack/dive bomber roles during the Spanish Civil War and later by the Luftwaffe proper. This was followed by the Hs 126, a parasol-winged two-seat reconnaissance and army cooperation aircraft that enjoyed limited success.

The Hs 129 was designed as a *Schlachtflugzeug* (strafer). It was small but heavily armed and armoured, aimed at the specific task of providing

close air support for front-line troops. It originated in a 1937 RLM requirement for which Hamburger Flugzeugbau, Focke-Wulf, Gotha and Henschel proposed designs. Focke-Wulf and Henschel were the successful bidders, respectively with the Fw 189 and Hs 129. It wasn't until 1939 that the first prototype Hs 129V-1 was ready for air tests, but due to the shortcomings of the basic design it took a further two years and a near complete redesign before deliveries to the Luftwaffe could begin.

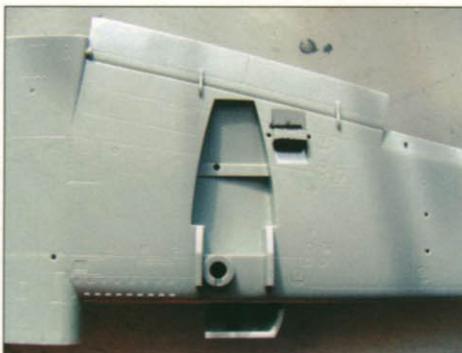
Power for the diminutive twin was originally provided by two 465 hp Argus AS410A-1 aircooled inline engines which, coupled with the ever increasing weight of the aircraft, left the new Henschel seriously underpowered. Following the fall of France a new powerplant, the Gnome Rhône 14-cylinder aircooled radial, became readily available. Although bulkier and much heavier than the original Argus, this 700 hp engine gave the Hs 129 a new lease of life, albeit short-lived.

The standard armament of two 20 mm MG151 cannon and two 7.9 mm MG17 machine guns was soon supplemented by a whole raft of alternatives, including four 7.9mm machine guns, 30 mm and 37 mm cannon, and even the massive 75 mm PaK 40, in underbelly packs, as well as wing mounted bombs.

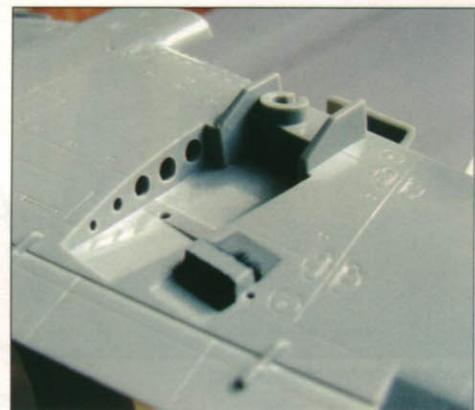
Even though the Hs 129 was reasonably successful in its principal mission of trying to stem the tide of Russian armour, its lack of serviceability (due mainly to those delicate and troublesome French engines) and its vulnerability to fighter attack saw it all but disappear from front-line service by 1944.



Multi-part engine and cowling construction



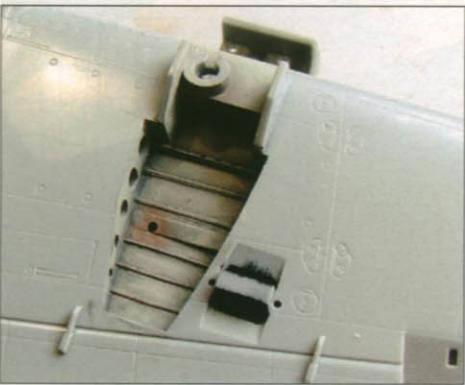
Plain wheel wells cry out for extra detailing. 1...



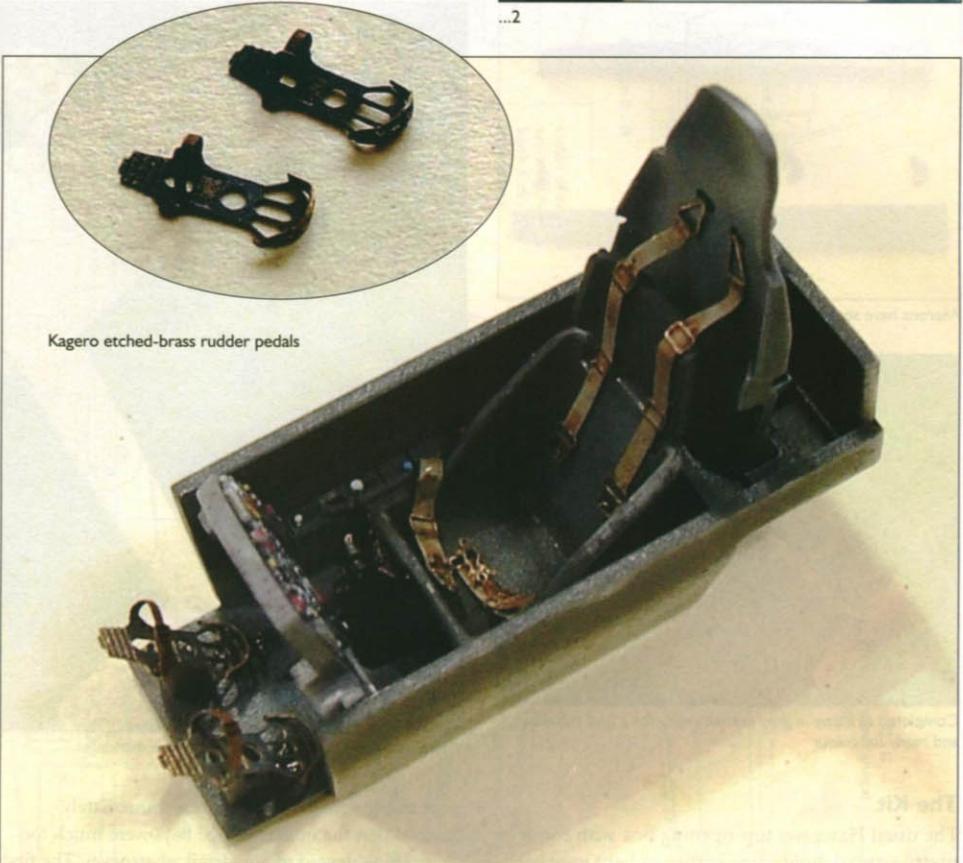
...2



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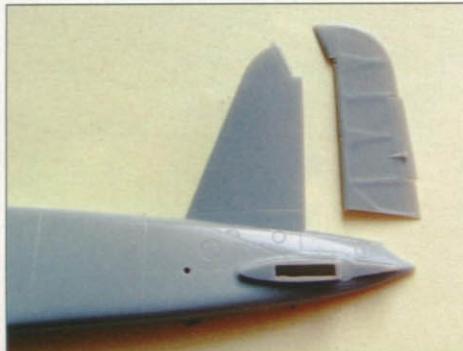


...4 Wing rib detail



Kagero etched-brass rudder pedals





Rudder detached for offsetting later



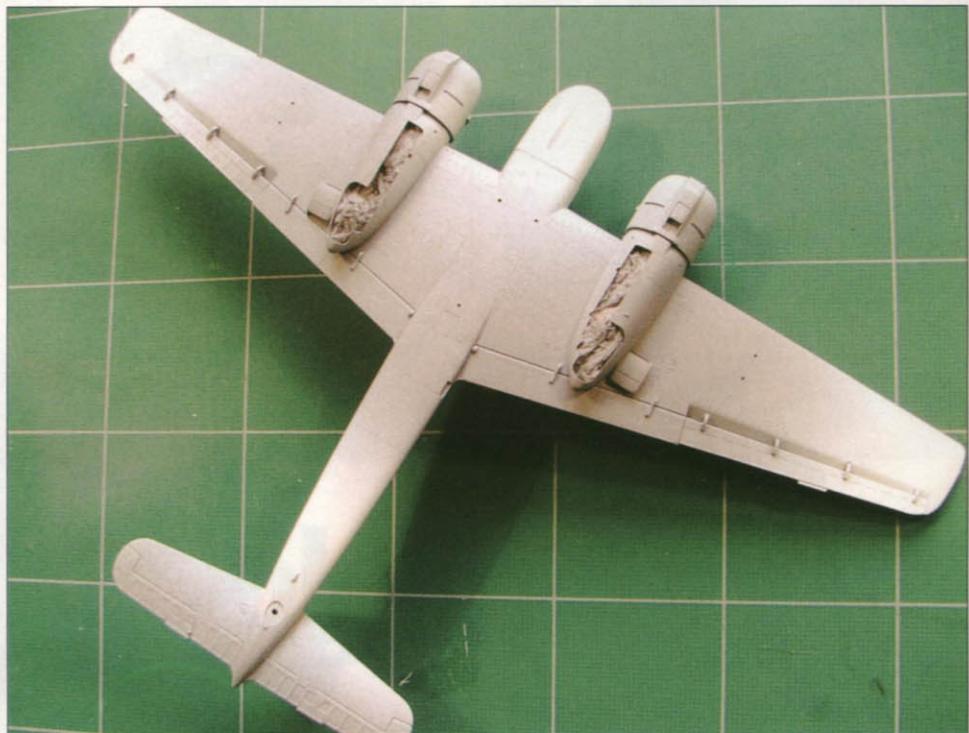
A little filler was required on the lower fuselage and trailing-edge joints



Completed airframe in grey primer, ready for a final rub down, and ready for colour



Ailerons have separate hinges that require careful positioning



White undercoat applied for yellow theatre markings



Completed airframe in grey primer, ready for a final rub down, and ready for colour

The Kit

The usual Hasegawa top-opening box with some pretty artwork holds nine sprues of light grey plastic and a single sprue of transparent parts. The grey parts are well formed with very little flash and excellent detail, both raised and etched. All panel lines are crisp and nicely engraved, and there are no visible sink holes or deformities. So, all in all a good first impression. The transparent parts, separately bagged with the decal sheet are small but perfectly formed and nicely clear. A single decal sheet and black-and-white instruction sheet complete the contents.

Though hardly a mainstream type, Hasegawa have treated the Hs 129 with as much care and attention as they do to all their modern products. Time to see how it all goes together.

Construction

As usual I started with the engines. What do you mean, 'as usual'? Yeah, I know, but I was fed up with beginning with the cockpit/interior, so I thought I'd do something sideways instead.

The Gnome-Rhône engines are reasonably well detailed, and even though they get hidden away, what can be seen is pretty good. Assembly of the six-part cowlings was a little tricky and needed a touch of filler along the joint line where the cowling halves went together. Why Hasegawa couldn't have moulded them as a single piece I don't know.

As I was building out of sequence I next put the wings together, first remembering to open out the holes in the lower parts for the bomb racks. These

went together just fine, but it was immediately obvious that the undercarriage bays were much too plain, being devoid of any detail whatsoever. The first task in putting a bit of character into these areas was to drill out the sidewalls to represent wing ribs with multi-sized lightening holes. Next several strips of 10-thou plasticard were added to represent the stringers and a larger 30-thou strip added at the front, this one marked with rivet detail. Once dry the whole thing was painted RLM 02 and lightly dusted with dark grey pastels.

Ok, now we start on the cockpit. The little cockpit tub is quite faithfully represented and the details around the armoured seat back are pretty good. The whole area was given a coat of RLM 66 and highlighted with lighter grey and silver. I used Kagero's etched seatbelts and rudder pedals (see References, below) but as almost none of this would be visible on the finished model I elected not to use the etched instrument panel or control levers. The cockpit tub was a very tight fit into the front fuselage (it was readily apparent just how small the real thing must have been), but with a bit of careful alignment the fuselage closed up nicely around it. Before gluing everything in place however, I sliced off the rudder so that I could re-position it later with a bit of offset.

Next the wing and fuselage assemblies were slotted together. Generally these were an excellent fit with filler needed only at the lower fuselage/trailing-edge joint. The horizontal stabilisers were put into place and the ailerons built ready for fitting. Each aileron has four hinge pieces that are a little tricky to position, but with care they do slot together as

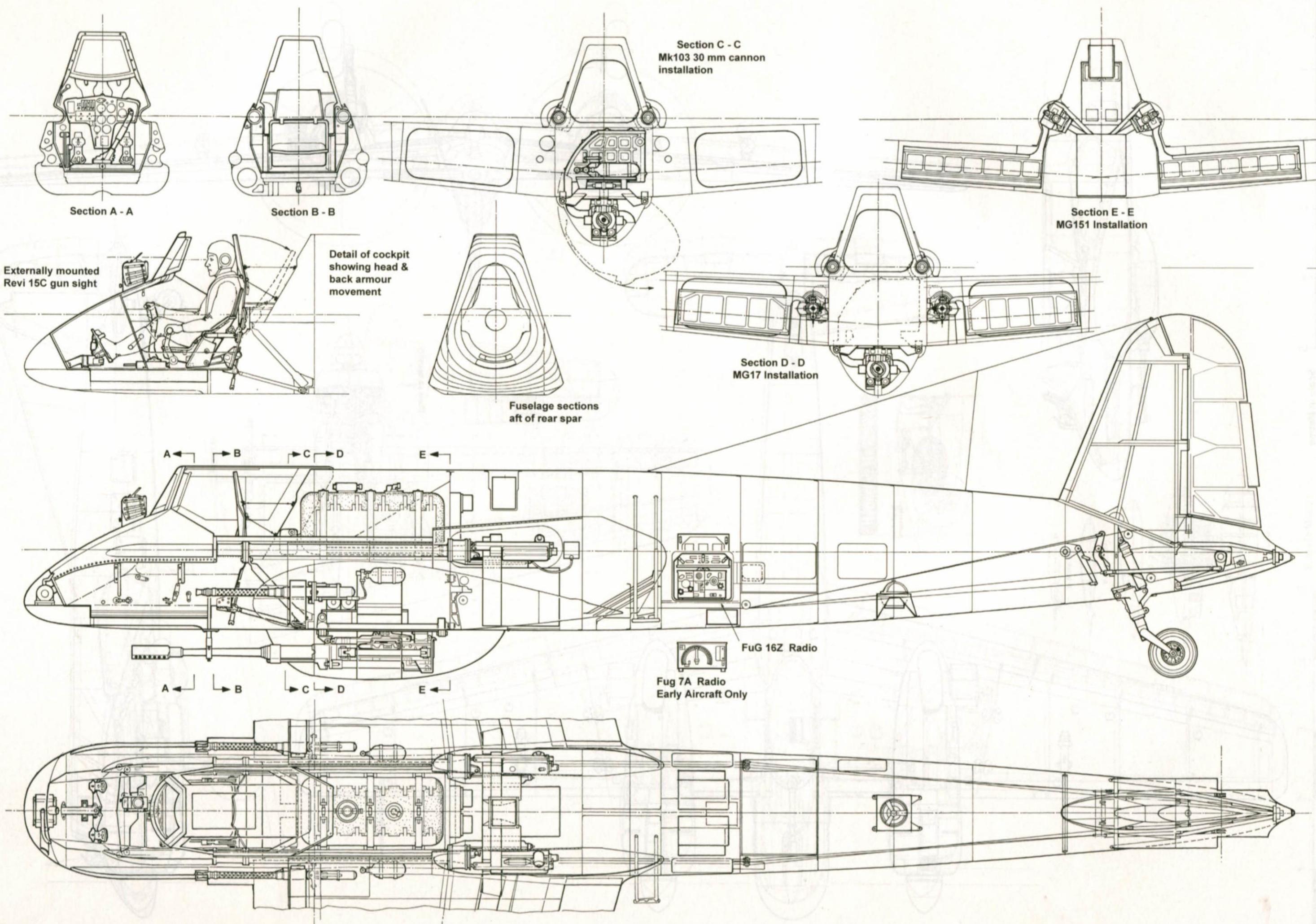
Hasegawa intended. With these in place, everything set and all the sanding done, it was time for painting.

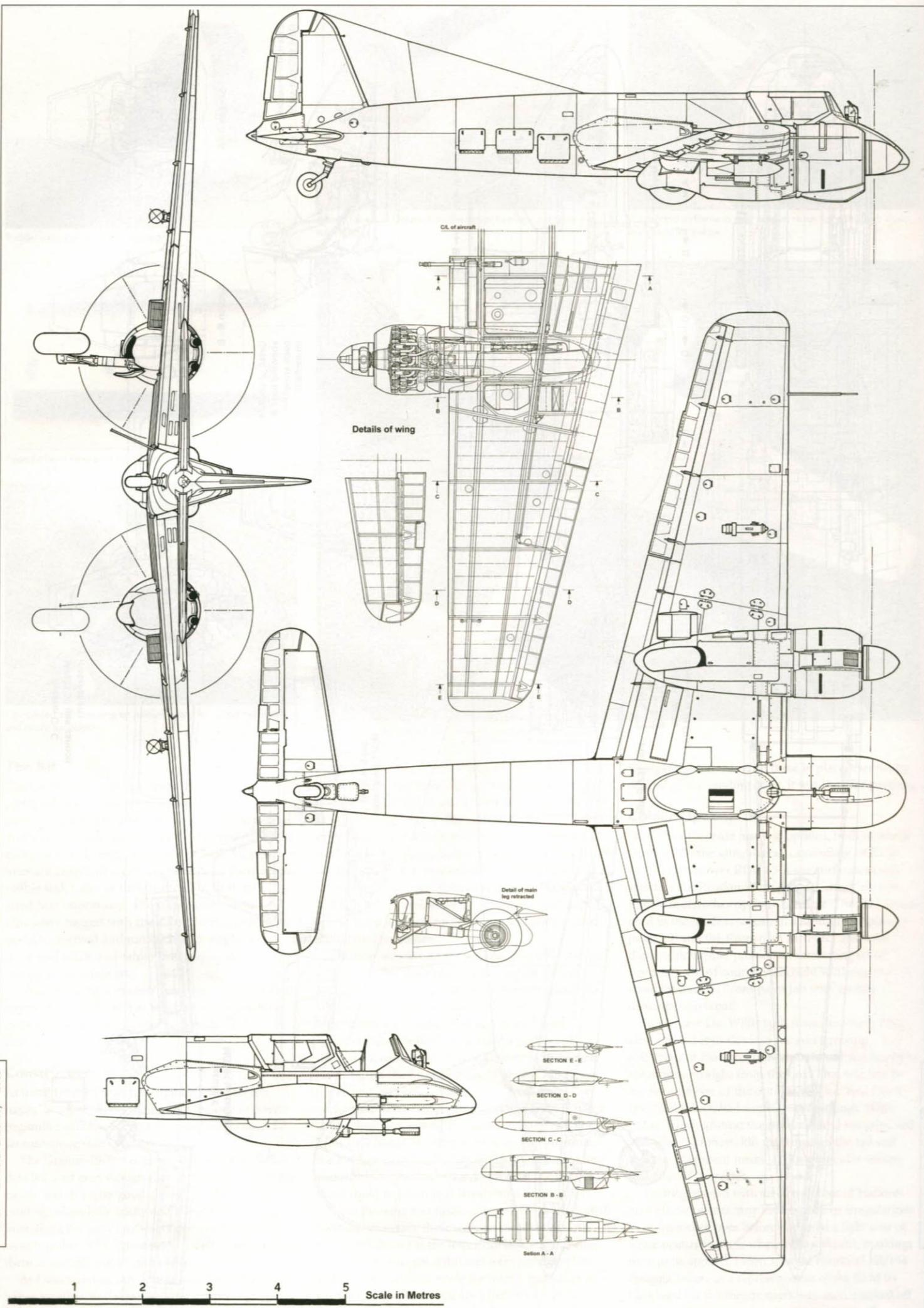
Colour Options

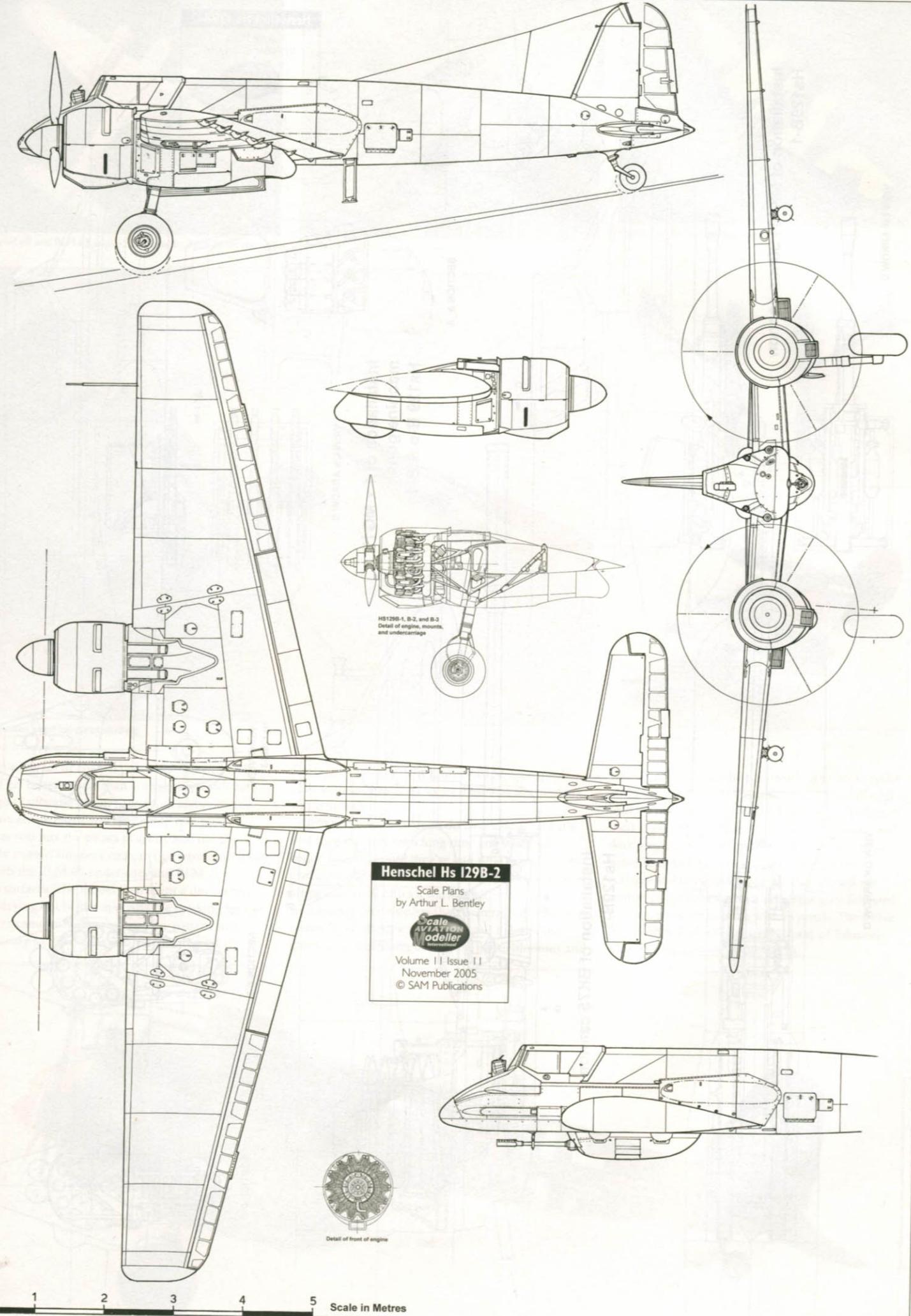
In the box there are just two options, both of which have exactly the same overall camouflage of RLM 70/71 splinter over RLM 65 lower surfaces, as was standard for Russian Front ground-attack aircraft. But there are other options available. The Hs 129 was used in the Mediterranean in a sand/green splotchy paint job and the Rumanian Air Force also used them, which could provide an interesting set of markings. Or, of course, you could winterise the standard Eastern Front paint job with a white distemper overcoat.

In my case Dai Willis (yes, it was another of his kits) wanted it to slot into his ever-growing collection of Eastern Front aircraft and was happy to see it done straight from the box. That was fine by me because one of the options was for 'Red J' of 8 (Pz)/SG1 which had some great markings. With yellow bands around the nose, tail and wingtips, red-and-white spinners, kill markings on the tail and Infantry Regiment insignia, this particular version had a lot of character.

Painting started with an overall coat of Halfords grey plastic primer. Any little bumps or irregularities were smoothed over before I sprayed a light coat of white primer in areas where yellow theatre markings were to be applied. I then sprayed Humbrol HU154 Insignia Yellow as a representation of the RLM 04 Gelb used for the theatre markings, then masked off these areas in preparation for the serious stuff.







Henschel Hs 129B-2

Scale Plans
by Arthur L. Bentley



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November 2005
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Detail of front of engine

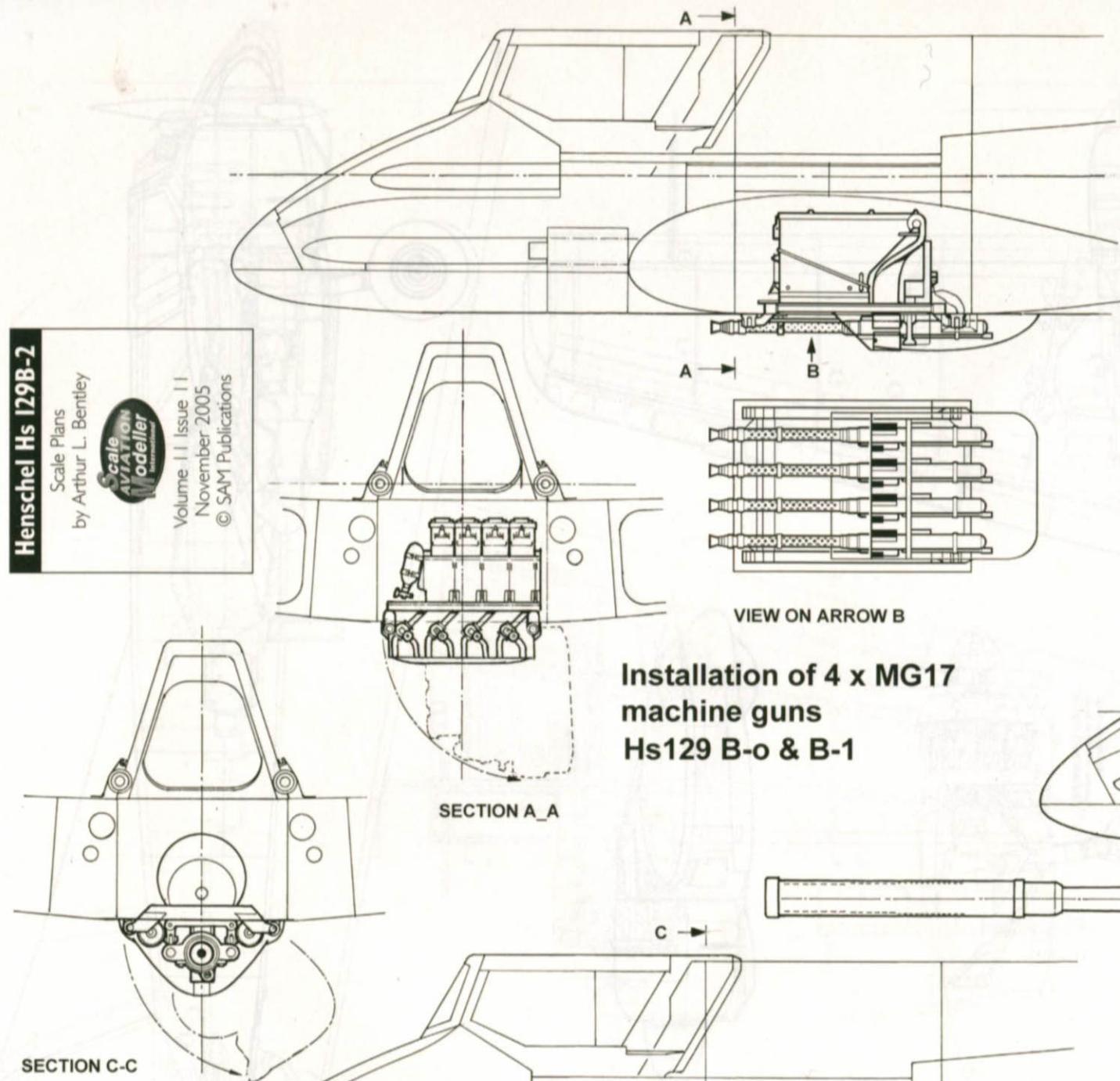
1 2 3 4 5 Scale in Metres

Henschel Hs 129B-2

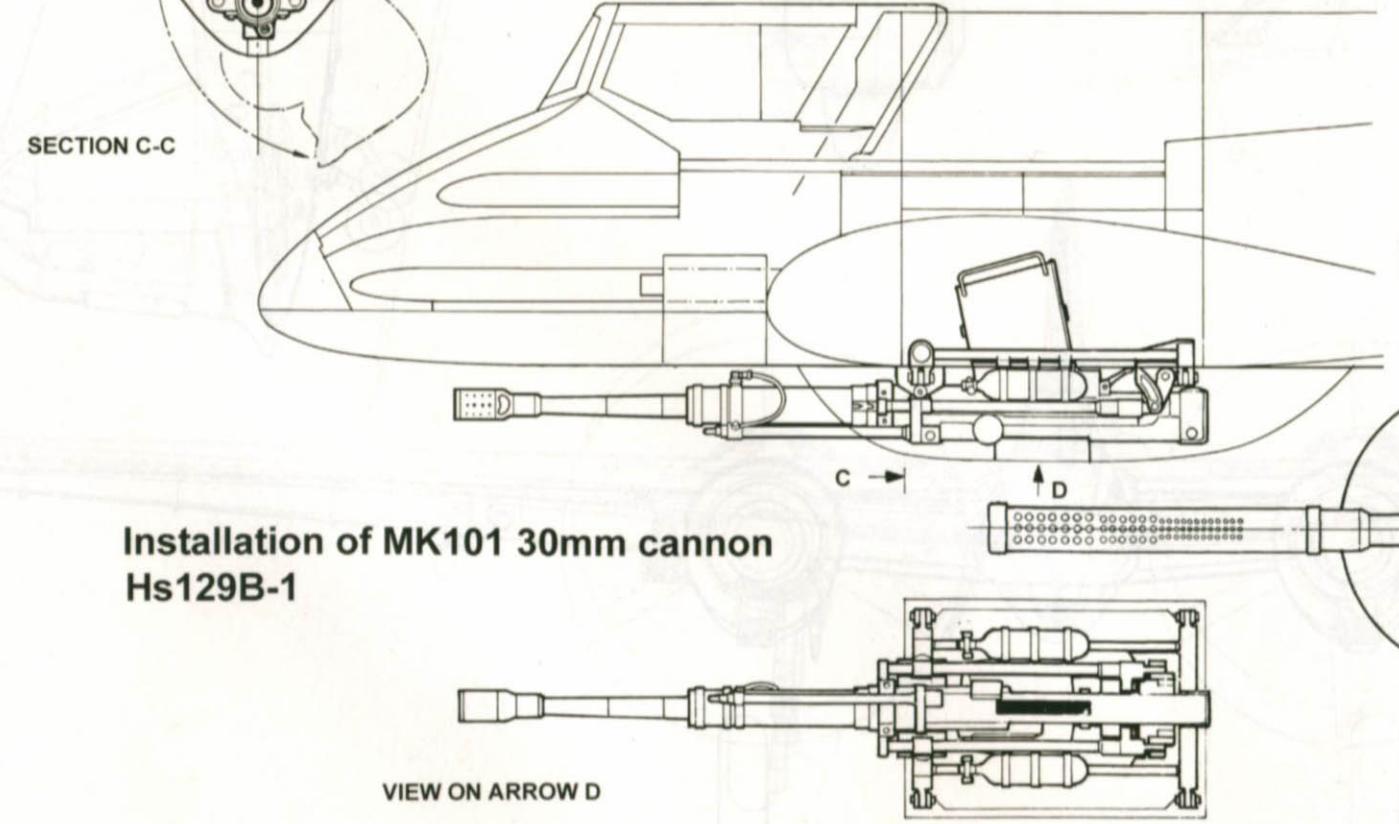
Scale Plans
by Arthur L. Bentley



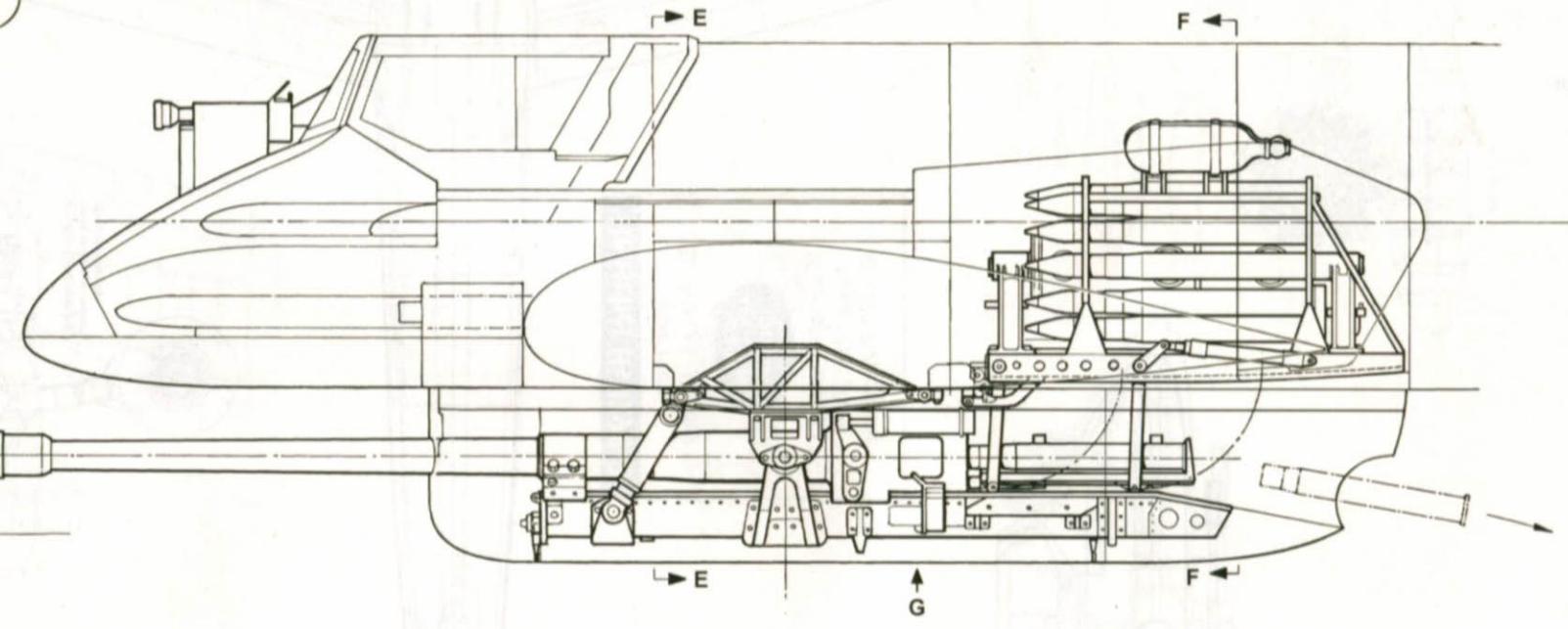
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November 2005
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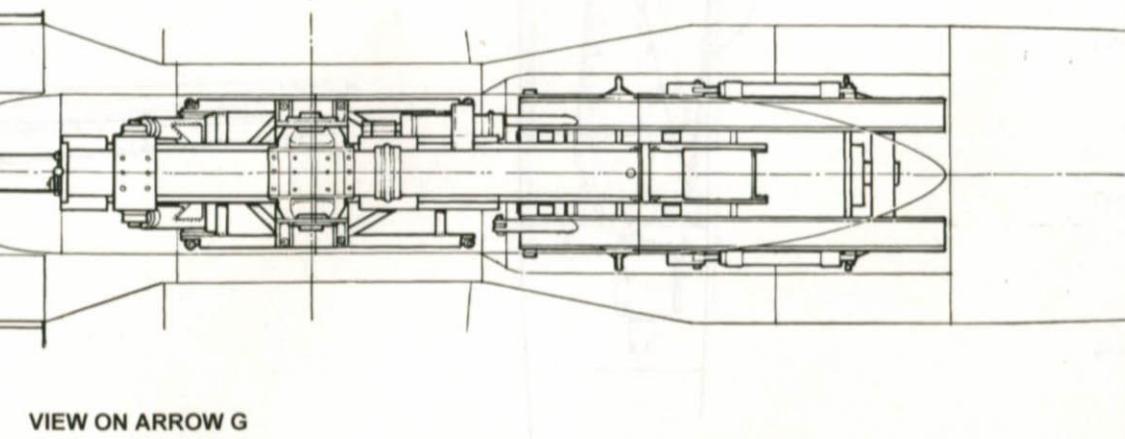
**Installation of 4 x MG17
machine guns
Hs129 B-o & B-1**



**Installation of MK101 30mm cannon
Hs129B-1**



**Installation of BK75 cannon
Hs129B-3**



VIEW ON ARROW G



Masked off and RLM 65 applied followed by RLM 71 on the upper surfaces



Masked off for camouflage pattern

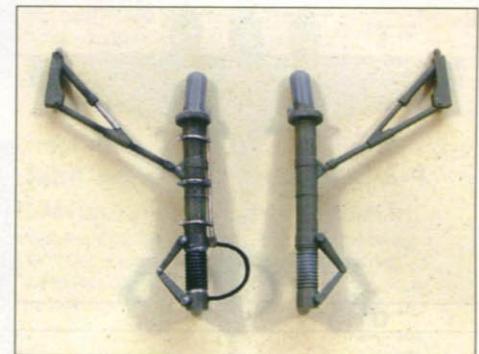


Grey pastels used for panel shading

I'm a big fan of enamel paints for spraying as I find I get better results than with acrylics, so White Ensign's Luftwaffe colours are a true godsend. The colours are excellent and they spray very nicely. So long as you mix the paints properly and use good quality enamel thinners you can't go wrong. So it was on with the RLM 65 undersides and RLM 71 uppersurfaces. The model then spent a day on the shelf drying out before applying the masking for the splinter camouflage. In this case the pattern was pretty easy to follow, the slab-sided nature of the

fuselage helping. A light spray of RLM 70, a quick blast with the hairdryer to set it off and the masking was removed.

If White Ensign enamels do have a drawback it's that they stay soft for a long time and won't take rough handling until they've had time to set. I try to give anything sprayed with them at least a day in the airing cupboard or on a warm shelf before I start weathering. Everyone has their own favourite when it comes to weathering techniques, but I always use ground-up pastels applied in very small amounts and



Undercarriage legs benefited from further detailing



Multicolour spinners

literally rubbed into the paintwork. It's simple, quick and effective. It does take practice and I'm still a bit heavy-handed at times, but I like the overall effect. I used a medium grey pastel on the lower surface and dark grey on the upper surfaces, applied along the panel lines and joints, heavier around control surfaces and removable panels. I then dusted the centres of the panels with a very light grey, followed by a few paint chips using a silver pencil. The whole lot was then flashed over with a spray of Johnsons Klear in preparation for the decals.





Decals

Hasegawa's decals are, these days at least, usually of excellent quality. These were well printed in perfect register, with lovely colour values and density. If I have any complaint it's that they can seem a little thick and display inconsistent results using Micro Sol and Set. These were no exception, with a couple of spots that remained wrinkled after they'd dried out. They also seemed to me to be a tiny bit oversized. Is it just me, or is that fuselage cross and *Gruppe* bar just a smidgen bigger than it should be? Other than that the decals worked faultlessly, releasing from the backing quickly and remaining easy to move around on the glossy surface, but not too slippery.

Final Assembly

For me the final assembly of a kit is a great time, when all the little bits that go to make up the character of the subject come together. In this case that meant the main undercarriage legs, which were detailed with a short length of fuse wire and thin strips of aluminium tape. Also fitted at this stage were the spinners and propellers, the spinners painted red, white and green, the blades RLM 70. Next were the pitot tube, landing light and the undercarriage

doors, all pre-painted of course.

The whole model was then given a couple of coats of Humbrol Matt Cote, the masking around the canopy removed and the single aerial wire fitted to make it complete.

Conclusion

Hasegawa's newer mouldings are pretty good, clean, crisp and well detailed, and although they do plenty of mainstream stuff (just check out their catalogue for all the Zeros, P-51s

and Bf 109s) every now and then they branch out into something just off the beaten path.

The Henschel Hs 129 is just such an oddity, and even though it's almost unknown outside of the WWII clique, that hasn't stopped Hasegawa from producing a first class product. The kit goes together quickly and easily with the minimum of effort. There

are a couple of fiddly bits and a slight lack of detail on internal areas but none of that detracts from what is a fine effort.

So, kudos to Hasegawa for producing an excellent kit of a little known subject. Now, if only they'd do the Hs 123 and Hs 126 in this scale as well...

Steve Evans



References

My main reference was Kagero's *Hs 129 in Combat*, by Marek J. Murawski and Arkadiusz Wrobel (ISBN 83-89088-15-0). Kagero publish a variety of aviation books, text usually in the form of Polish original and English translation, but what makes their books so interesting is that you always get a freebie, either decals, paint chip book markers or — as in this case — an etched fret. Although in this case I didn't use much of the fret it's nice to see someone making a real effort to give the modeller something extra.

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M481204007

Jabo Set 2: Day Fw 190A-3/A-4

1/48 (Tamiya Fw 190A-3) Resin Conversion Set

Includes: ETC 501 bomb rack; 'short' ventral fairing; 1x 500kg bomb with optional 'anti-ship' nose ring; 2x correct diameter 'indented hub' mainwheels; A-4 aerial fin tip

£6.50
each (+ p&p)



Featured in Vol 3 Iss 12

M481204008

Jabo Set 3: Night Fw 190A-4

1/48 (Tamiya Fw 190A-3) Resin Conversion Set

Includes: ETC 501 bomb rack; 'short' ventral fairing; 1x 500kg bomb with optional 'anti-ship' nose ring; 2x correct diameter 'indented hub' mainwheels; A-4 aerial fin tip; 2x 300 litre drop tanks; 2x 'Weserflug' drop tank fairings; 2x cowling exhaust glare shields

£10.50
each (+ p&p)



Featured in Vol 3 Iss 12

M481204009

Jabo Set 4: Fw 190A-5

1/48 (Tamiya Fw 190F-8) Resin Conversion Set

Includes: A-5 engine cowling & MG 17 cowling top; ETC 501 bomb rack; 500kg bomb with optional 'anti-ship' nose ring; 2x correct diameter 'solid hub' mainwheels; 2x 300 litre drop tanks; 2x 'Weserflug' drop tank fairings; 2x cowling exhaust glare shields

£10.50
each (+ p&p)



Featured in Vol 3 Iss 12

M481204010

Jabo Set 5: Day Fighter Fw 190A-4/A-5/A-6/A-7/A-8*

1/48 (Tamiya Fw 190A-3 or Fw 190F-8) Resin Conversion Set

Includes: A-5 engine cowling & MG 17 cowling top; under cowling/wheel bay section; 2x inner mainwheel doors & retraction jacks; 2x underwing bulged cannon blisters; 2x MG 151/20 ejection chutes; A-4 aerial fin tip; 2x correct diameter 'indented hub' mainwheels; 2x correct diameter 'solid hub' mainwheels

£10.50
each (+ p&p)



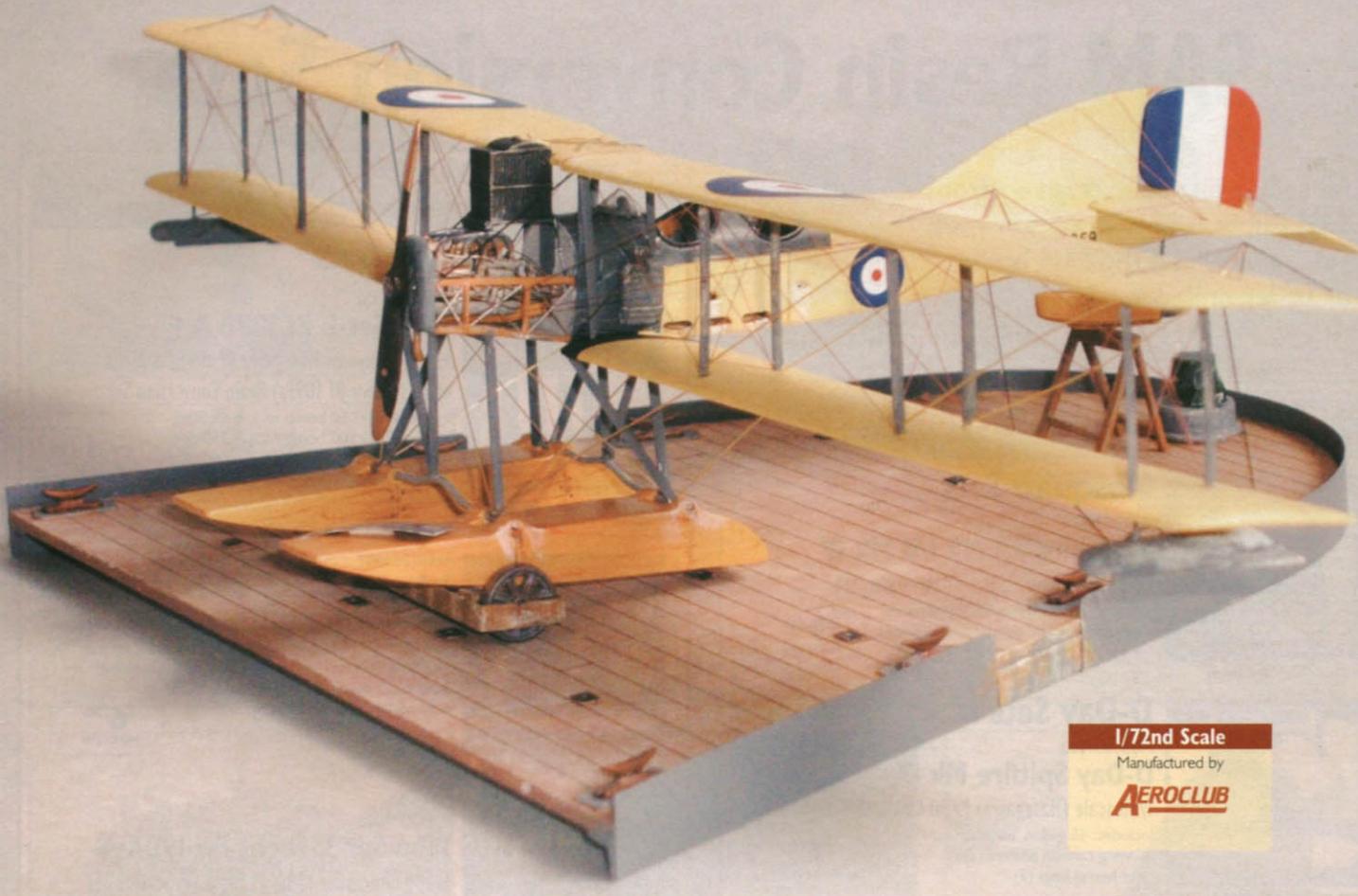
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Jutland: a Short story

Neil Pinchbeck builds Aeroclub's new Short 184 seaplane and tells the fascinating story of one of its actions

Tuesday, 30 May 1916: Late evening

Sunset may have coloured the sky, but below, the North Sea, as black as polished basalt, only betrayed its true nature by the heavy swell which undulated over its icy surface. This stark setting perfectly matched the determined purpose of the great grey warships spread across the scene to the horizon and beyond. Battleships and destroyers from Scapa Flow and Cromarty Firth, battle cruisers and cruisers from Rosyth, all pursuing the same inexorable course eastwards towards the Jutland Bank. The British Grand Fleet, under Admiral Sir John Jellicoe, had put to sea. Between decks on all these Leviathans the buzz of anticipation was the same: the German High Seas Fleet was coming out.

I don't intend to spend column inches writing about this kit. I commend you to Deputy Editor Gary Hatcher's excellent preview in May's SAMI. Suffice it to say that I am as 'chuffed' as Gary that this kit is here at last, and with the kit itself.

I would like to start with a quote from the instructions:

"This is a short-run kit from simple tools, therefore some filing, filling and fitting is required."

This is an honest and accurate statement. If I have any modelling skills at all, I learned most of them on this type of kit, so I don't have any problem with this. In fact, if this production technique means that Aeroclub can bring us more of these subjects, I am whistling, cheering and shouting more! (especially that Fairey 111F, please!)

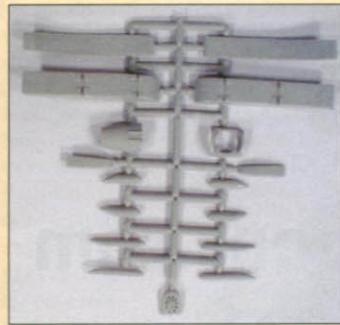
Spot the Difference

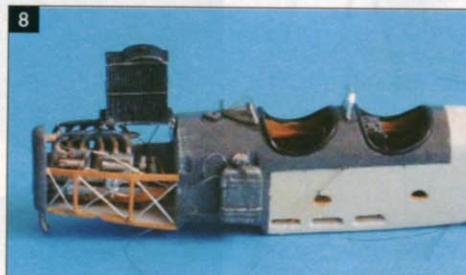
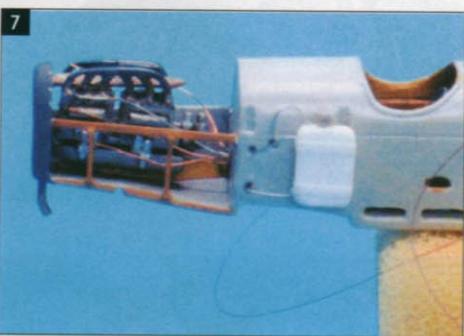
Another quote from the instructions:

"The Short 184 seaplane is typical of early Great War aeroplanes in that no two aircraft appear to be identical..."

Having read the recommended *Windsock Datafile* (see references) and spent a fascinating morning in the library of the Royal Aeronautical Society in London, I can testify to the truth of this statement.

So, the first thing to do is decide on your subject and 'spot the difference'. I am building No 8359. Just one photograph of this aircraft appears in the *Windsock* book; luckily it is particularly clear. No 8359 had the early arched float struts, no Lewis gun and a Sunbeam Mohawk engine with two-bladed propeller. Other smaller distinctions I will





cover as we go.

This aeroplane still exists, in forward fuselage form only, in the Fleet Air Arm Museum at Yeovilton. So battered are these remains that the Museum doesn't even offer any pictures on its website, so our Deputy Editor went to Yeovilton, photographed the wreck, and sent me his very useful pictures.

Tuesday 30/Wednesday 31 May 1916: Midnight

Through the darkness, the great ships continued towards their appointment with destiny. In the wake of Vice-Admiral Sir David Beatty's Battle Cruiser Fleet, a converted cross-channel steamer struggled to keep up. This was the seaplane carrier HMS Engadine. Behind her two midships funnels, a hangar had been built with just enough room for two Sopwith Baby and two Short 184 floatplanes, with their wings folded back. Behind this, in the extreme stern, a flat area of deck was the platform from which one aircraft at a time could be winched over the side to take off from the surface of the sea.

This was modest provision compared with Engadine's sister seaplane carrier, HMS Campania with her 14 floatplanes and flight deck from which to get them airborne.

What those aboard Engadine did not know was that this was the hour, aboard HMS Iron Duke, when Admiral Jellicoe realised that Campania had missed her orders to sail and was some two hours adrift behind the fleet, without escort. He ordered her to return to port. The four aircraft aboard HMS Engadine were now the Grand Fleet's only available air cover.

Minor Surgery

A final quote from those instructions:

"No need to fit former 'F' (firewall) unless engine bay is to be detailed"

Detail the engine bay? What a good idea! Since the engine hood comes as a separate piece and can be left off, exposing the engine is just a matter of removing the side access panels. In fact, I decided only to remove one (port side, Photo 1). Very minor surgery.

Now light dawned. Expose the engine? What engine?

Once again, it was the Deputy Editor to the rescue, choosing this moment to send me the beautiful Roden Curtiss H-16 for review (I've nearly finished it, Gary, honest!). The H-16 Large America was really just a Felixstowe F2A with Liberty

engines, and this is reflected in Roden's kit. The good bit from my point of view was that the components for the F2A's Rolls-Royce Eagle engines are still on the sprues. Further, they are broken down in such a way that I was able to put them together to resemble the Sunbeam Mohawk's unique format (Photo 2).

Wednesday 31 May 1916: 2.20 pm

Aboard Engadine, Flight-Lieutenant Frederick J Rutland had the morning to contemplate the events that must have seemed to be leading to the culmination of his career. Born in 1886, Rutland joined the Royal Navy as a boy entrant in 1901. By 1912 he was a qualified diver and studying for a commission, which he received in 1913.

By August 1914, Rutland had served aboard two battleships, a destroyer and torpedo boat. Small wonder that he had virtually forgotten volunteering for the Royal Naval Air Service, and when orders came in October to report to Eastchurch for flying training they came as a bit of a surprise.

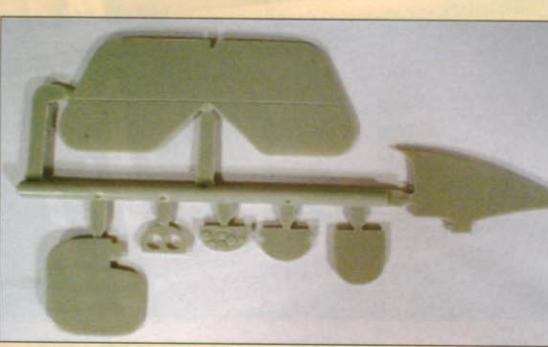
At Eastchurch, Rutland proved himself a 'natural', and after just eight hours of flying had tucked Aero Certificate No 1085 into his tunic pocket and set off to Calshot for seaplane training. Just two more hours in his logbook proved sufficient to find him on a train for Liverpool, en route to join HMS Engadine.

Meanwhile, aboard HMS Lion, events were also moving swiftly. A breathless Signal Midshipman stood before Beatty begging to report the forward light cruiser HMS Galatea signalling "Enemy in sight".

Interior Details

Both the cockpits on the 184 were very open, so it's worth spending time on detail; it will show. The detail Aeroclub provide is a very good basis, and carefully painting this was the first priority (Photo 3).

Aeroclub's white metal seats are adequate, but using them as a template I made myself a new pair



The 'Real Thing'

The mortal remains of the only surviving Short 184 are currently stored at the Fleet Air Arm museum at RNAS Yeovilton.

Photos by Gary Hatcher



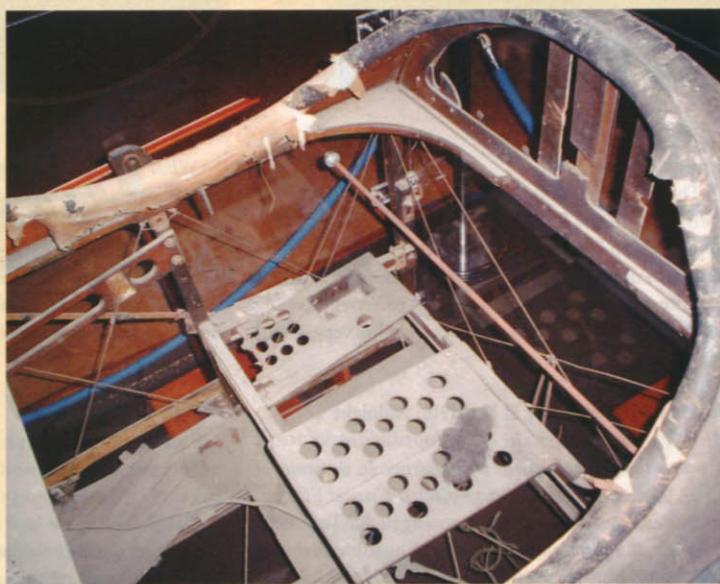
Front cockpit



Radiator and engine



Radiator mounting from starboard rear



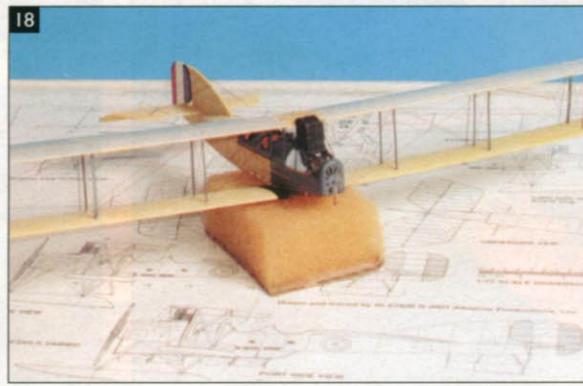
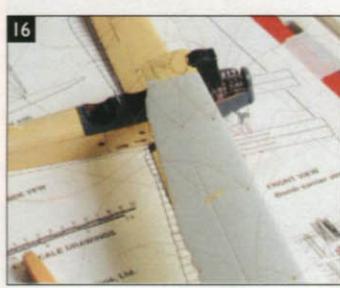
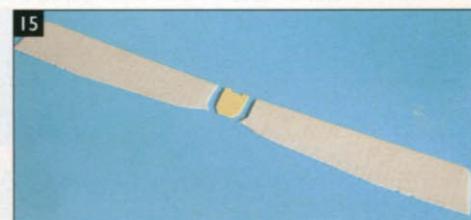
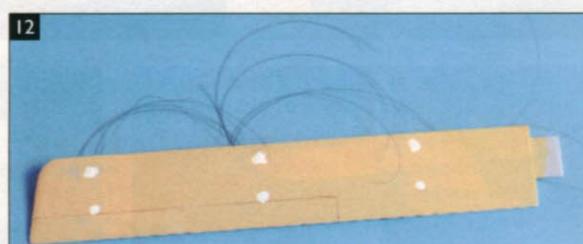
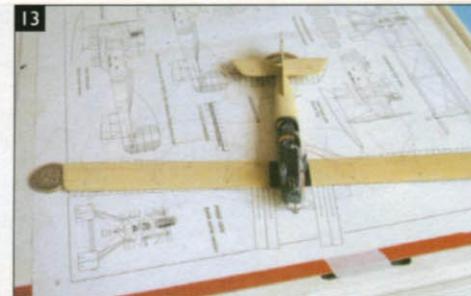
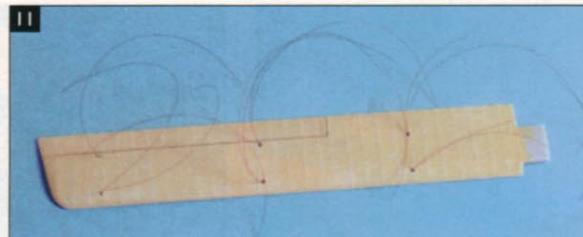
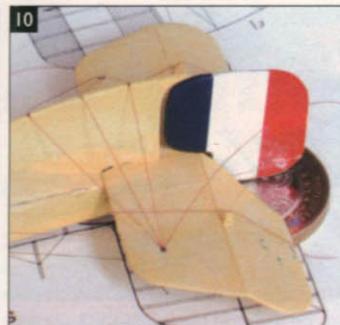
Pilot's position from port side



Radiator from rear



Observer's position



from plasticard so that I could put holes in them to replicate the moulded ply originals shown in Gary's Yeovilton photographs.

One of those minor differences for 8359 is that photographs show a solid bulkhead behind the pilot and an open one behind the observer (a reversal of the norm). It was easy to open up the kit part behind the observer and make a new plasticard bulkhead for behind the pilot. I drew bracing wires between the timber members with a 0.3 automatic pencil. The fine graphite line looks surprisingly convincing.

There seems to be little information about what the radio equipment aboard a 184 would have looked like. My interpretation, from Gary's photographs and one in the *Windsock Datafile*, is that it sat immediately in front of the observer, and was bulky. I used a resin item from the spares box (Photo 4). With all this done, it was time to join the fuselage halves (Photo 5).

Engine Revisited

Time now to think again about what is going to go into that empty engine bay (Photo 6). In addition to the engine itself, I added fuse wire pipes, the engine bearer and exhaust system. I also built the airframe structure from plastistrut with brush bristle bracing wires. 8359 was one of many 184s that had a large external oil cooler on the port side. I made one from plasticard (Photo 7). Next, that characteristic radiator was perched on top of the engine and ply and metal panels painted battleship grey (Photo 8, I used Humbrol 27 sea grey).

Wednesday 31 May 1916: 2.35-2.45 pm

On the bridge of HMS Lion, Beatty and his officers could by now make out a considerable amount of smoke issuing from below the horizon between north and east, but had no way of knowing what this represented. Beatty then remembered the new technology available and, at 2.45pm, ordered

Engadine to send a seaplane to scout to the north-north-east.

Tailplane

The 184 was one of those early types in which the elevators seemed to be on a permanent droop when at rest. To represent this feature it was necessary to cut the elevators from the tailplane and re-set them at the required angle. With the fin set in place it was time to paint the fabric-covered surfaces of the fuselage. I used Humbrol 74 linen (Photo 9).

I forgot to mention that I anchored nylon monofilament control wires inside the fuselage before the halves were joined. These were now connected to the control horns. When the tricolour covers the whole rudder I often paint this, but on this occasion I used the decal and it worked very well (Photo 10).

Rigging

"More rigging than the *Cutty Sark*" was the excuse I gave to our Managing Editor as to why this project was taking so long. It was, perhaps, an exaggeration but only a slight one. I usually use monofilament nylon or my version of stretched sprue, which is long synthetic paintbrush bristles. This was, I think, the first time I'd used both techniques on one model, and all at 1/72! I used nylon fishing line for all the wires between the wings. On the real machine these were attached to metal shoes into which the interplane struts fitted. To simulate this I began by drilling small holes right through the lower wings at the base of each strut (Photo 11). Into each hole, three lengths of nylon (one flying wire, one landing wire and one cross-bracing) were anchored by a single drop of superglue. The wings were then turned over and the excess line trimmed off just inside the rim of the hole. The holes were then filled





106. The pilot's cockpit N1653. The external cly can just be seen at extreme left.

107. Pilot's view from cockpit of No. 181. This aircraft was downed Aug 1917, but was probably earlier.

108. An engine chassis unidentified Short 184 engine appears to be from Sunbeam Maori.

109. Short 184 propeller from the Phoenix Dyna Manufacturing Co Bradford.



with a drop of typewriter correction fluid (Photo 12) and sanded flat prior to finishing painting.

Wednesday 31 May 1916: 2.45-3.15 pm

Beatty's signal sparked a burst of activity aboard Engadine as the new radio-equipped Short 184, Naval No 8359, was made ready for action. Picket wires securing the fuselage to anchor points in the deck were released. The beaching trolley upon which the aircraft sat was attached to the capstan cable and the machine drawn out onto the after deck. Folded wings were released and swung forward through 90° until the locking bars engaged in their sockets. One of the two lifting derricks on either side of the hangar opening were connected to the cables above the aircraft's upper wing centre-section and the machine lifted over the side into the lee of the ship.

Photographs suggest that the crew often boarded from the ship's boats and did not run-up the engine

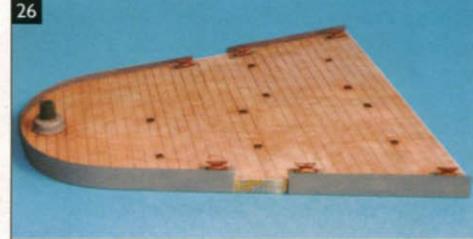
until the aircraft was sitting on the water.

The 184 was not a small machine. With a wingspan of more than 63 feet it was over 12 feet wider than a Sea Vixen and nearly 20 feet wider than a Wyvern. In flat calm drill conditions, a 184 had never got airborne in less than 20 minutes. Here, in the wind and swell of the North Sea, Flight-Lieutenant Rutland and his observer Assistant Paymaster G S Trewin were aloft in 28 minutes.

Wings

The lower wings were glued in place, using pound coins at the wingtips and a two-pound at the tail, to set the slight dihedral (I must have been feeling particularly 'flush' at this point, Photo 13). Once this was thoroughly dry, I was able to prop the model up and connect the bracing wires from the engine bay to the leading-edge (Photo 14).

The instructions call for the two halves of the



upper wing to be joined on a flat surface, and the whole unit set in place in one go. I didn't trust my ability to be able to align 16 struts in one hit, so I decided to break the task down. I first joined the wing halves, as the instructions, but then cut the two outer sections from the centre-section (Photo 15). The centre-section was set in place first, on the cabane struts, then the starboard outer wing (Photo 16). The outer wings had been drilled to receive the wires from the lower wings and these were now threaded through (Photo 17). The wires were anchored and sealed as described for the lower wings, then the whole process repeated for the port wing (Photos 18 and 19).

I had doubts about white metal interplane struts, but in the event they worked very well. Only one had to be trimmed for length, and that only very slightly. Perhaps I could have got them all to line up in one go, but on balance I am glad I didn't try. The resulting division in the upper wing does reflect the way in which they folded.

Wednesday 31 May 1916: 3.30-4.00 pm.

Once airborne, Rutland and Trewin realised that their task would not be easy. The cloud ceiling meant that they could not rise above 900 feet, and to identify the four enemy light cruisers which proved to be the source of the smoke they had to fly within 3,000 yards of them. Warships in 1916 were not expecting to be attacked by aircraft but nevertheless the four cruisers opened up on 8359 with every gun that would bear.



Aftermath

(i) 8359

The Short 184 to be known as Naval No 8359 left Westland's works in Yeovil by rail on 22 February 1916. After acceptance at the Isle of Grain, she went via *Killingholme*, to be taken on board HMS *Engadine* on the 10 May.

In early May, the aircraft shuttled back and forth between *Engadine*, *Killingholme* and Dundee, finally arriving back onboard *Engadine* on 26 May, in time to embark for Jutland on the 30th.

After Jutland she was onshore again at Dundee before returning to sea in June 1917 first aboard *Engadine*, then the new carrier, HMS *Furious*. Finally aboard *Engadine* again, in December 1917, at Buncrana on Loch Swilly, Northern Ireland, she was crated for despatch to the Imperial War Museum, London.

8359 remained at the Museum until badly damaged in an air raid in 1940.

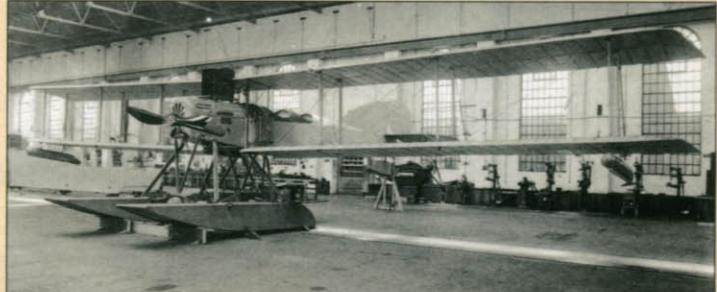
me know).

Such was the psychological make up of Fred Rutland that he admitted at Jutland and subsequently that he never felt any sense of personal danger.

Supremely confident in his own abilities and impervious to fate, he was quite literally fearless. A person who overcomes fear to perform a gallant act is quite different. Such was Trewen, and Rutland paid him this tribute: "He was one of the most courageous men I ever met because he was obviously scared stiff whenever he was in the air and yet he always stuck to it and did his job well under any conditions."

(iii) Rutland

Fred Rutland was persuaded to spend most of the remainder of the Great War developing and teaching the new techniques of naval aviation. By the early 1920s he was largely redundant. In 1923 he resigned his commission

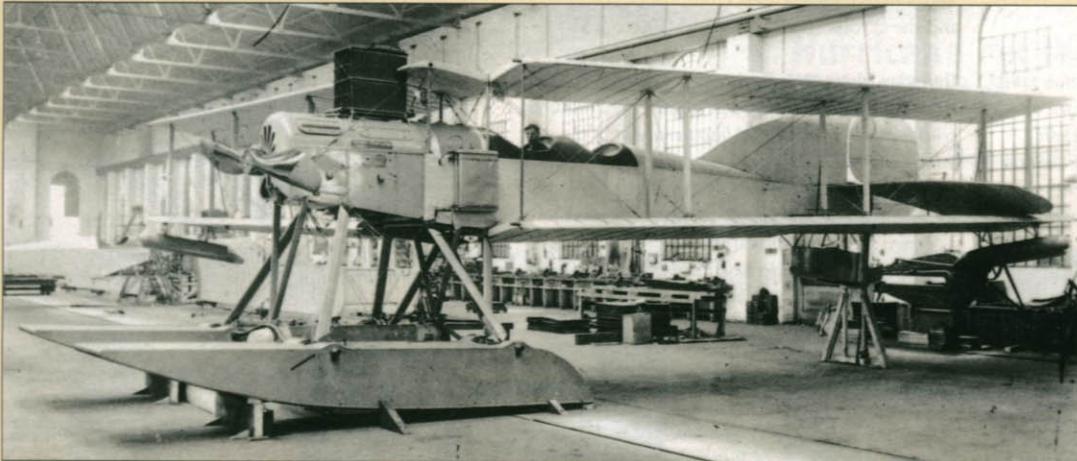


A brand-new Short 184 rolls off the production line at Robey's of Lincoln in 1916

and went to seek employment with Mitsubishi, in Japan. At this time, Japan was regarded as Britain's ally and Rutland was following in the footsteps of an official naval aviation mission and several prominent members of Sopwith's design team who were already at Mitsubishi. At the same time, he became embroiled in the world of naval intelligence. It seems that a kind of proto-James Bond lifestyle evolved and, with Rutland's taste for adventure, probably became addictive. After an unexplained fire at the Rutlands' Yokahama home in 1927, he returned with his wife to Britain, under a cloud of mystery.



Fred Rutland



Wings folded for shipboard storage. Note the large external oil cooler

By 1974 what remained had made its way to the IWM, Duxford, to be transferred on loan to the Fleet Air Arm Museum, Yeovilton in January 1976.

Sadly, a restoration looks very unlikely, but who knows?

(ii) Trewen

History has not treated Assistant Paymaster G S Trewen well. No records of decorations or promotion for him (but if you know different, please let



A good impression of how the Short 184 looked on water



The Short 184 went through many variations. This Type B has reduced-span lower wings

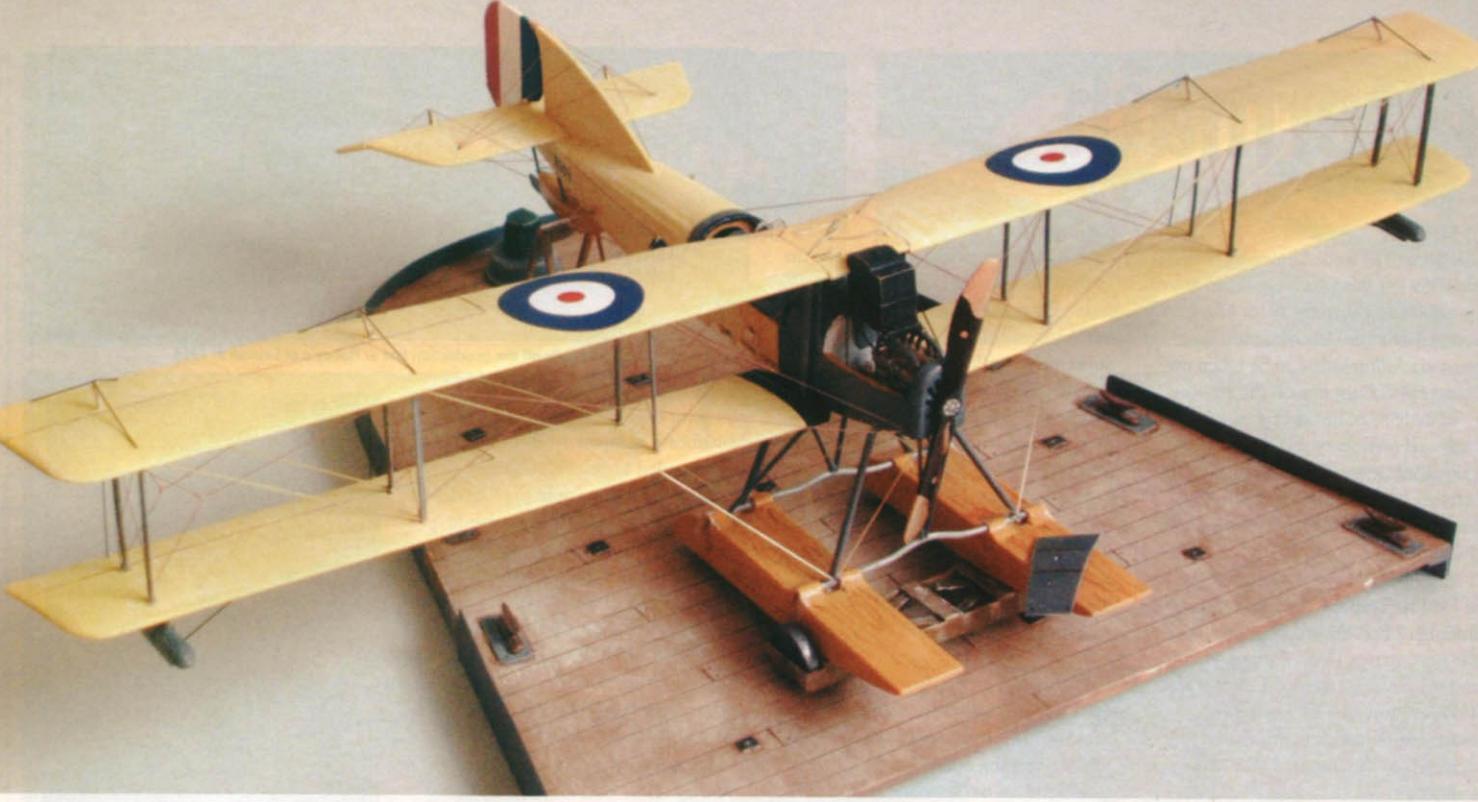
A few humdrum years centred on Waltham-on-Thames and working for his brother-in-law followed, but the quiet life was not for Rutland. By 1937 the family were living in Beverly Hills, California, Rutland masquerading as an investment consultant — something he knew nothing about. In the Rutlands' social circle it soon became an open secret that he was back in naval intelligence, this time for the Japanese.

On his own admission, Rutland was politically naive, and perhaps by this

Japanese attacked Pearl Harbor.

Those with egg on their faces, if not blood on their hands, had Rutland interned as an enemy sympathiser, first in Brixton Prison and then the Isle of Man. Here he remained until late in 1943. After his release, Rutland found a cottage at Beddgelat, in Wales. There, on 28 January 1949, the hero of Jutland took his own life.

I do not believe that either shame or guilt prompted this tragic step. It was simply that the adventure was over.



None of this affected the tapping of Trewin's Morse key or the steadiness of Rutland's hand.

In the midst of the maelstrom, the Short now suffered a broken fuel line, which was a common fault at this time. Rutland calmly set down on a float to begin the familiar repair routine with a piece of rubber hose. Ten minutes later they were back in the air ready to resume their mission, only to be recalled in the worsening weather, and winched back aboard Engadine.

Floats and Trolley

If you have a few spare moments during the build, a good sub-assembly job is gluing the floats (Photo 20). I pre-painted mine before fixing them with the white metal struts (Photo 21). 8359 had the early curved-pattern float-bracing legs. I used the brush bristle rigging method in this area (Photo 22) and had something capable of standing on its own two feet! (Photo 23)

Even shipborne 184s needed a beaching trolley upon which to be drawn from the hangar. Aeroclub provide some nice white metal wheels, but the modeller has to do the rest. Fortunately, there is a good clear picture in the *Windsock Datafile* (Photo

24). I painted the wheels Humbrol MetalCote steel and the carcass weathered wood (Photo 25).

Thursday 1 June 1916: Daybreak

As darkness approached on 31st May, the armoured cruiser HMS Warrior had blundered out of the mist onto a German battle cruiser group, and had been badly mauled before rescue by the battleship Warspite. In the night, she was taken in tow by Engadine.

Dawn's light found Warrior sinking by the stern and the two ships undertook the dangerous manoeuvre of coming alongside in a heavy sea, so that Warrior's crew could be taken off.

Able-bodied men came first, then the many stretcher cases. As the last stretcher was handed across, the two ships pitched apart and the wounded man fell between the two hulls. His fate seemed sealed, but a few moments later, Fred Rutland saw that he had survived and was in the water between the two vessels. Rutland seized a line and was over the side. He swam to the wounded man and, holding him in his arms, the two were hauled aboard.

Sadly, the casualty did not survive his wounds, but the incident was to add the Albert Medal to the Distinguished Service Cross which Rutland had earned



the previous day. As the burdened Engadine turned towards Rosyth, a heroic reputation was made. From that moment, to the public he was simply 'Rutland of Jutland'.

Ship Ahoy!

Although I wanted a scenic hint of ship's decking on which to display my 184, I had not intended to start modelling the stern end of HMS *Engadine*. Having seen a couple of photographs, the shape just sort of happened, but having added a shrouded capstan and half a dozen belaying cleats I thought it time to desist before a parrot appeared on my shoulder and I started calling people 'Jim lad'! (Photo 26)



Finishing

The decal sheet is beautifully printed and gives at least six alternatives covering the whole history of the 184. I would love to do them all, but only have one lifetime. The decals are rather thick and wrinkle rather alarmingly on a coat of Klear. Don't worry: they eventually go down perfectly (Photos 27 and 28).

Neil Pinchbeck

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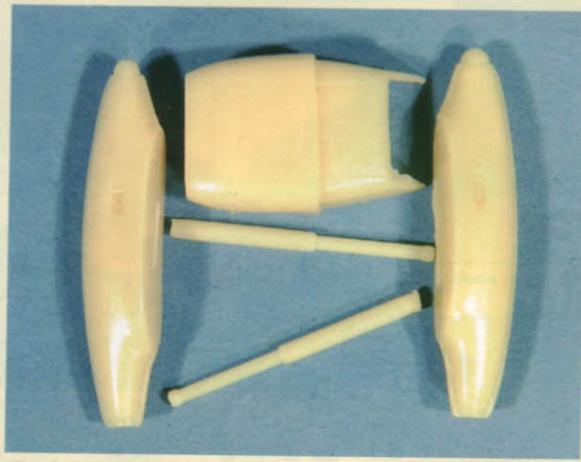
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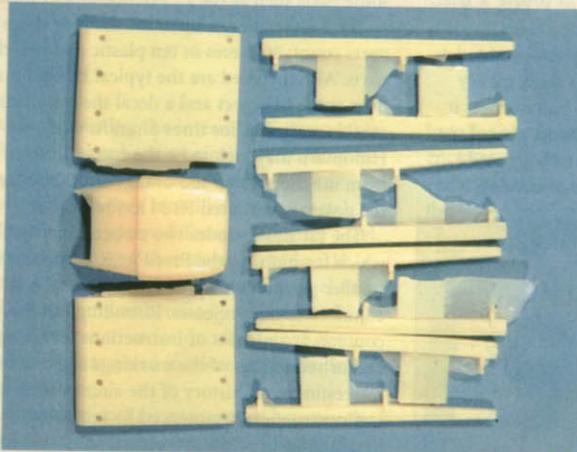
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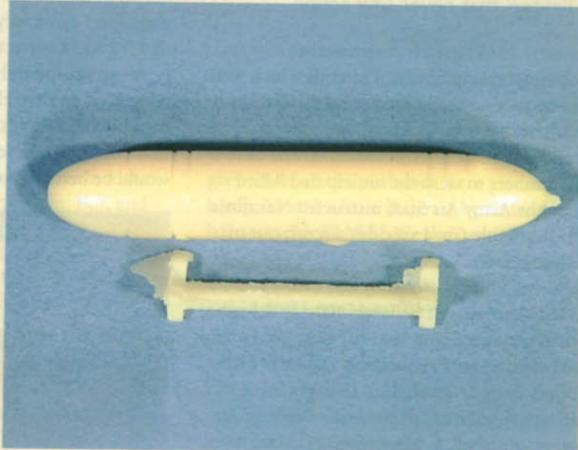
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Quick Build

Tsurugi: Nakajima's One-Shot Wonder

Randy Lutz builds the last-ditch Japanese 'suicide fighter' that never saw action

By early 1945 Japan had amassed a considerable quantity of aircraft which were to be used in the kamikaze role. However it was recognised that even this large number of obsolete and front-line aircraft would not be of sufficient numbers to stem the anticipated Allied invasion, so the Army Air Staff instructed Nakajima to build a disposable (read suicide) aircraft out of non-strategic materials. The proposal specified that the aircraft should be powered by one of the readily available radial engines of between 800-1,300 hp, be capable of carrying a bomb load of up to 800 kg and be easy to build, fly and maintain.

Nakajima's design, the Ki-115 *Tsurugi* (Sabre) was made from a mixture of materials: light gauge steel fuselage, aluminium alloy wings and fabric-covered wood for the vertical fin. The landing gear was a non-retractable, reusable unit that was jettisoned after take-off. The single bomb was semi-recessed in the bottom of the fuselage and once hoisted into position could not be released from inside the cockpit.

Design features such as this pretty much assured that the pilot would not be returning from any mission, and once airborne the aircraft would need the protection of a fighter escort as it lacked defensive armament. This was at a time when Allied interceptors were overwhelming Japanese fighters, so there was a high probability that many of the pilots would never have fulfilled their intended missions.

Of the 104 production examples of the *Tsurugi*, not one was ever used in combat and the aircraft remains an interesting testimonial to the desperate measures instituted out of necessity. Due to its esoteric nature and very limited production the *Tsurugi* is one of those aircraft that you either really like or really

dislike. I fall on the 'really like' side because I am drawn to the more obscure aircraft of WWII. A few years ago I came very close to buying a resin Ki-115 that if I recall correctly was made by Racoons Models. It was an exorbitantly priced kit that more closely resembled an Aero chocolate bar so polluted was it with bubbles! Fortunately, a close friend advised me that Eduard had one in the works and suggested I would be better served if I waited another year.



Box art

So I was in great excitement the day the 1/48 scale ProfiPACK Eduard Ki-115 arrived at my door. But when I delved into the package to see what the fine folk at Eduard had come up with it proved to be a bittersweet experience. I was presented with a state-of-the-art model of a long desired subject, but dismayed at some of the faults. As some readers may be aware I have long been disenchanted with the too-shallow relief moulded into some of the cockpit parts of earlier Eduard and Gavia releases such as the Tempest, P-39, Lysander and La-7. In this regard the Ki-115 is a step forward, as Eduard have done a commendable job of providing sufficient depth on the parts to facilitate the washes and dry-brushes required to bring out the details, but my model

suffered from severe mould-shift which rendered some parts such as the 12 exhaust pipes unusable.

For a rather simple airframe the model has a high parts count: 80 pieces in tan plastic and two clear parts. Also included are the typical Eduard masks we have come to expect and a decal sheet featuring markings choices for three aircraft. While the Hinomaru may look to be the correct colour, take it from me they are far too orange and nowhere near the generally accepted FS 31136 red.

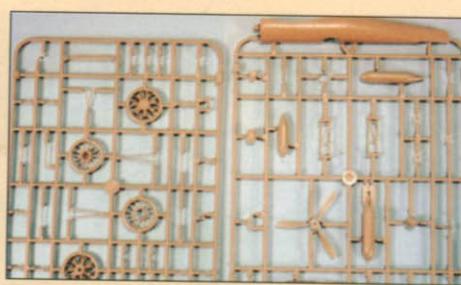
The kit also includes two etched frets, the larger of which is unique to the ProfiPACK version, while the smaller pre-painted set of etched seatbelts is common to both releases. Rounding out the contents is a nice set of instructions featuring full-colour renderings of the markings options, but interestingly, no history of the aircraft is included.

Construction commenced by removing and bending to shape the few etched parts that found their way into the cockpit. These consisted of the rudder pedal toe-straps, throttle linkages, instrument panel and seatbelts. The painting of this cockpit was a welcome departure from most other models as the majority of the components are a wood finish. I first airbrushed the floor with Xtracolor X102 Tan, followed by X209 RLM79 Sandgelb over the raised areas on the floor as well as the seat, control column and throttle quadrant. After a dark brown wash all these interior parts were streaked with Winsor & Newton Raw Umber and/or Burnt Sienna oil paints to produce various wood hues and grain. Further details were picked out using X28 Royal Navy Helicopter Olive Drab and black. While Eduard supply pre-painted seatbelts, I did not feel they looked right and opted to airbrush the belts with Testors Leather followed by a lighter dry-brushing to add depth.

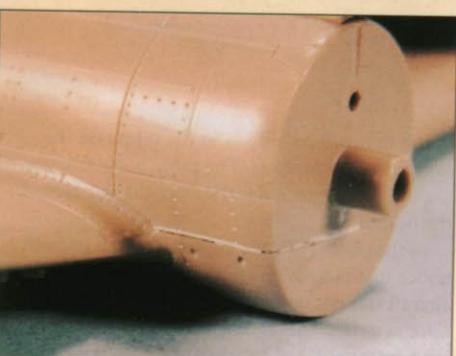
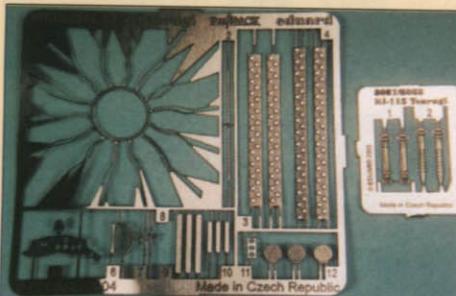
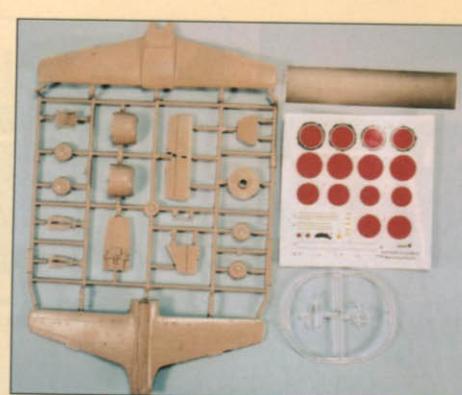
Eduard suggest that the sidewalls of the cockpit are Nakajima Green, but at this juncture of the war



Severe mould-shift is evident on this exhaust pipe



Kit plastic parts, etched frets and decals, whose Hinomaru look correct in the photo but are actually too orange in colour



Some scrap styrene gap-filling was necessary on the forward fuselage after fitting the cockpit sub-assembly and wing for best fit



Cockpit floor and seat finished in various shades of 'wood grain'



Instrument panel with etched fascia looks very convincing



Engine (a 1,150 hp Nakajima 23 on the full-size) completed with several shades of Metalizer paint



Basic airframe components assembled and windscreen and rear canopy installed. Note auxiliary flaps on inboard trailing-edges of the wing

I don't think painting the interiors of expendable aircraft would have been a priority. According to photos in the recent Robert Mikesh book on Japanese interiors they look like natural metal, so the sidewalls were sprayed Testors Metalizer Steel, given a dark wash and then dry-brushed with Metalizer Aluminium. The instrument panel was sanded smooth and airbrushed with Testors Black Chrome in preparation for decalling, then the etched overlay was glued in place after painting and dry-brushing.

The completed cockpit was trapped between the fuselage halves and it was here that I found the first fit problem. The instrument panel would not install properly as the etched overlay was marginally bigger than plastic panel and interferes with joining of the fuselage, so be prepared to trim the etched part prior to installation.

The wings are a simple affair consisting of just an upper and lower half. Initial dry-fitting had shown that the fit would be good, with no gaps or trimming required. However, with the cockpit in place, this all changed for the worse. I had to grind out large areas in the upper wing immediately below the cockpit floor to allow the floor to recess into the wing or there would have been a sizeable gap running the length of the fuselage/wing fillet joint. While this allowed me to arrive at a perfect wingroot seam, I needed to add small strips of styrene to fill gaps just in front of the wing. I next

installed the stabiliser and vertical fin and encountered another fit problem. There is a rectangular hole in the stabiliser to accommodate the tab on the bottom of the vertical fin. But, and there always is a but, the hole is not perfectly in line with the centreline of the aircraft and if left unmodified, the vertical fin will be skewed to one side.

The engine assembly comprises front and rear banks of cylinders, a separate crankcase with moulded on pushrods and a separate set of pushrods for the rear cylinders, along with the 12 poorly moulded exhaust pipes. In addition Eduard provides a photo-etched ignition harness. The cylinders were airbrushed Metalizer Steel and given

a black India ink wash to pick out the cooling fin detail. The crankcase was finished in a generic dark grey while all the pushrods were painted semi-gloss black. To add a little contrast I painted the ignition harness with RLM 66 Black Grey. All the exhaust pipes were first airbrushed with Metalizer Burnt Iron and then just the ends of the pipes were airbrushed with Metalizer Burnt Metal. The completed engine was set aside for installation later as the Metalizer finishes are quite fragile and will rub off if handled too much.

After all the bodywork had been completed I installed the canopies and started to paint wood grain on their frames. The kit's totally unusable pitot tube was replaced with a hypodermic needle, and the tailplane support struts by plastic rod. The mould shift was so severe on those parts that there





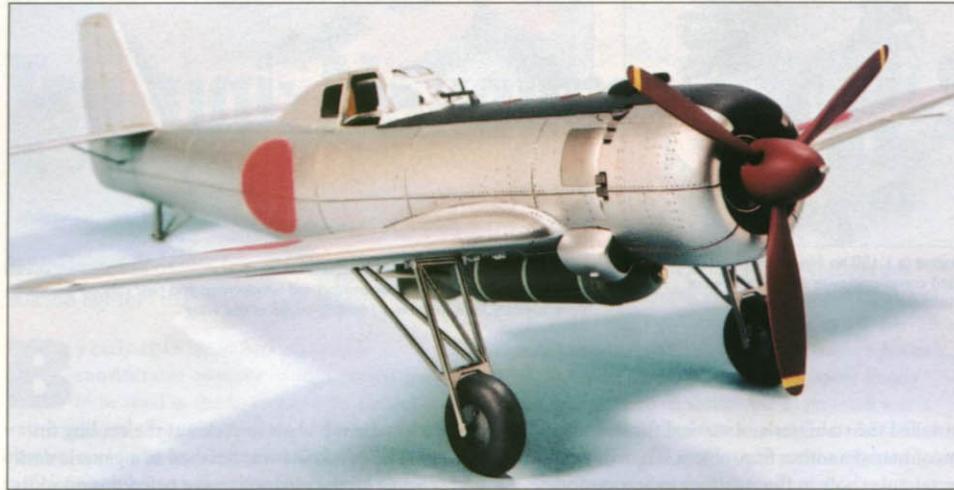
The Tsurugi's jettisonable landing gear really was this simple — just welded steel pipes with no suspension!



Randy used black lacquer as a base then airbrushed different shades of Alclad to replicate the aircraft's metal and wood airframe



Etched bands and decal stripes enhance the appearance of the non-droppable bomb



would have been nothing left of them if I had attempted to remove the mould seams. Tamiya TS-14 Black Lacquer was airbrushed over the entire model as a base coat for the Alclad metal finish. The black paint serves two purposes: it provides the proper base finish for the Alclad so that it does not crack, and it highlights any defects in my bodywork. Remember, the smoother the black paint, the smoother the resultant metal finish.

The wings were painted with Alclad Duralumin, the fuselage in a mix of Duralumin and Steel, while the vertical fin was White Aluminium and the small panel on the nose was painted Alclad Steel. As this was a review kit I felt I had to use the supplied decals, even though the colour is incorrect. But they did not go on as well as decals from the Eduard P-39 or Bf 108, nor did they respond as well to Solvaset, my setting solution of choice, so I removed them and painted the Hinomaru using Xtracolor X103 Insignia Red.

The model was given a medium grey wash in all panel lines. I painted the landing gear legs with Alclad Steel, the wheel hubs a darkened version of



the same colour, and the tyres were airbrushed with flat black Testors Rubber and then dry-brushed in various shades of grey.

Eduard provide a choice of a 500 kg or 800 kg bomb load. They also suggest two possible colour choices for these: black or Khaki-green. I opted for Khaki-green for no reason other than

that I thought it would look better than black. As part of the photo-etched set with the kit there are metal bands that go around the bombs. When installing these, keep the joint to the part of the

bomb that will be hidden in the recess on the bottom of the fuselage. The same holds true for the three pale green decal stripes that go around the bombs.

In the photos of the completed model you will notice that there is no weathering of any kind. This aircraft was not designed to be flown more than once as a rule. The landing gear was jettisonable and the bomb could not be released, so landings would have been somewhat problematic. Taking those factors into consideration, models depicting weathering from use would not be realistic. The most one could expect to see on the airframe would be oxidation from exposure to the elements.

In summary, while not an overly difficult kit to build, I found it to be a mixed blessing. It sports nice surface detail and well-defined interior components, but is marred by poor fit and substandard decals.

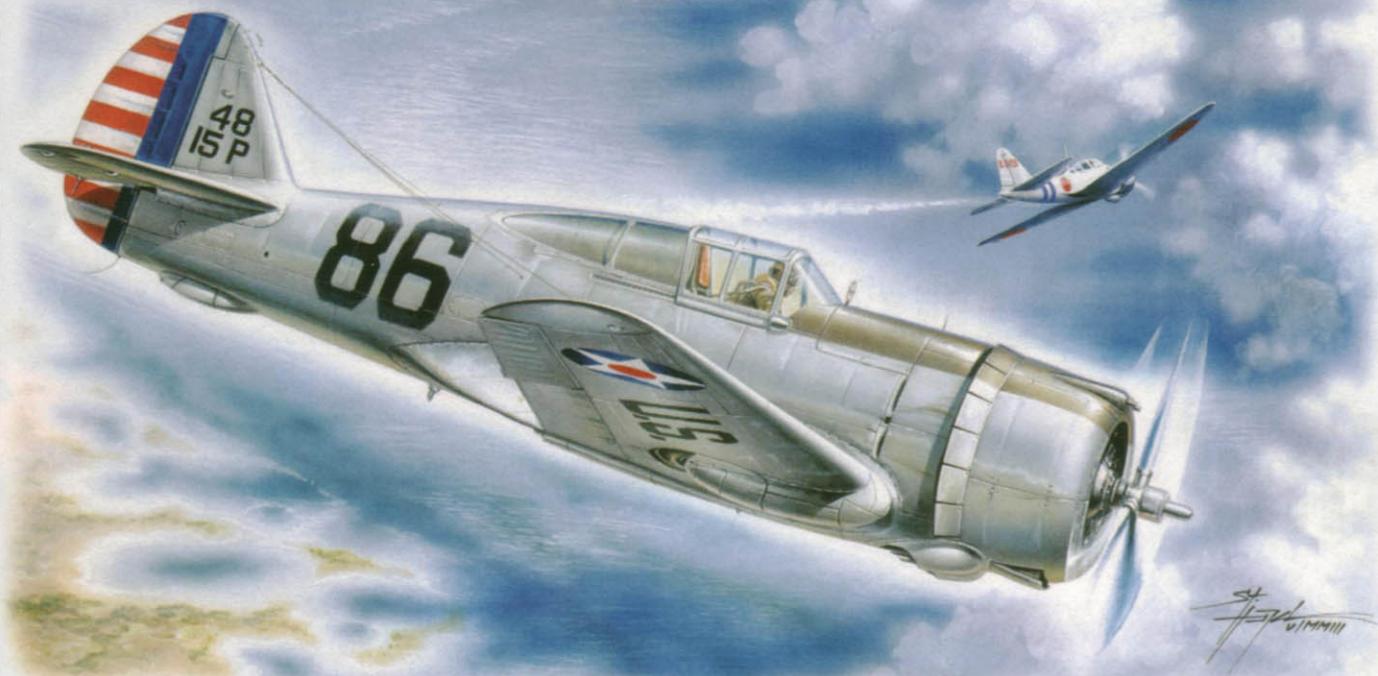
The finished model is actually quite nice and I am happy finally to have one in my display case, but it was a retrograde step for Eduard. Would I recommend the kit to others? Yes, but with the caveat that one should be prepared for extra work.

Randy Lutz

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- *Replic* No 84, August 1998.
- *Le Fanatique de l'Aviation* Nos 197-200, April-July 1986.

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Econo Lodge Emil

Bf 109E-4/7 (late release) conversion

Holed up in a motel? Turn off that TV and get modelling, urges Lynn Ritger



With a week-long business trip to Altoona, PA approaching, I decided to pack up my entire modeling kit, along with airbrush compressor, and get a little modeling work done. I grabbed a partially completed 1/48 Hasegawa *Emil* and an unstarted 1/48 Tamiya Bf 109E-4/7 kit, tossed the whole affair in the back of the rental car, and headed north. Roughly six hours later, I checked into a local Econo Lodge in Altoona, PA, and started setting up. I have a definite preference for the Tamiya kit over the older Hasegawa offering, and having determined that I needed a nice E-1 in my collection, I decided that the Tamiya kit would make

an ideal conversion candidate... plus, there's not a whole lot going on around Altoona in the evenings, so whittling away on a kit was infinitely preferable to five nights of playing 'spin the dial' on the TV.

Unbelievably, with the multitudes of 109 models on the market, no one has thought to offer a properly tooled 1/48 early *Emil*. Hasegawa packaged one, initially released with Trautloft's prewar JG77 markings, but the kit consisted of a bog-standard E-3 with a couple resin plugs. The plugs were designed to fit into the inside of the MG-FF bulges in the lower wing section, and then the modeler was to grind down the bulge from the exterior. The

Hobbycraft *Emil* kit is a relatively decent starting point, as the lower wing is molded clean and the MG-FF bulges are separate items to be added, but there are other outline issues with the kit and the canopy is a thick, single-piece affair.

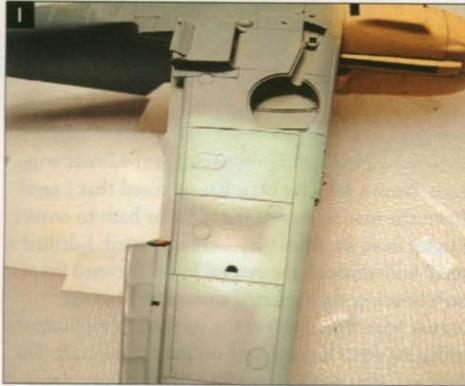
Rather than take the Hasegawa approach of simply filling the MG-FF bulge, I elected to physically cut out the bulged areas on the bottom of the wings, and file the resultant openings into a rectangular shape. This area was then filled with a thin resin wafer, cut from one of the innumerable cast-off resin casting blocks that I keep handy in case I need bulk filler material. The reason I used resin



Bf 109E-1 Yellow 2 of 6./JG 52 at Peuplingues, France in August, 1940



S. Bell



here instead of plastic is that the resin was more workable; I was able to get a tighter fit and a better shape than using a section of scrap .020 plastic sheet. One word of caution for those who choose to take this approach... dont breathe the resin dust, its nasty stuff! And I was careful to sweep up the desk when done, as a random pile of white dust left on a hotel desk might have aroused some suspicion in the housekeeping staff.

The resin wafers were superglued into the wing holes, and resultant gaps were filled with superglue and sanded smooth. To follow up, I applied a thin coat of red auto body putty, let that dry, and then sanded that out. The finished panels were then rescribed (photo 1), and that completed stage one of

the conversion. The next step to build an E-1, adding the MG17 ports in the wings, would have to wait until the rest of the airframe was completed. Construction proceeded at a breakneck pace, as is usual with this kit; this is one of the reasons I enjoy these Tamiya *Emils* so much! After the fun of working with the lower wing, I unplugged the hotel TV, dragged out the air compressor and plugged it in, and mixed up a cup of Testors Model Master RLM02 thinned with straight lacquer thinner to speed drying time. I brought along a pair of Badger 150 double action airbrushes, and these worked flawlessly as usual; I kept overspray to a minimum and sprayed the cockpit and landing gear parts while they were laid on a few paper towels, to help

minimize the amount of thinner fumes spread throughout the room. Setting the room air conditioner to 'high' certainly helped as well. Aside from careful detail painting, the only extraneous detail I added was a set of seatbelts from masking tape. After a wash with thinned Model Master aircraft interior black and drybrushing with titanium white oil paint, the fuselage was ready to assemble. This was all accomplished in the space of a single evening.

Once the fuselage was together, things really started to pick up speed. On these kits, I assemble the fuselage first, then insert the completed cockpit floor with seat, stick, and instrument panel, up from beneath; this allows me to adjust the fit of the rear



bulkhead as necessary, then I apply superglue behind the assembly both fore and aft, and that secures the whole affair. While the glue dried (which didn't take long... cyanoacrylate is a wonderful thing), I added the upper wing halves to the wing roots, instead of building the whole wing and offering it up (photo 2). Attaching the upper wing halves first offers several advantages over putting the whole thing together then sticking it onto the fuselage assembly; first, it allows you to achieve a perfect seam along the wing root, which will then require no filler whatsoever. Second, it virtually guarantees the dihedral angle will be correct; third, you can adjust and dry fit the lower wing until its got a perfect blend with the lower fuselage; and fourth, you can run a thick bead of superglue along the inside of the wing root joint to help prevent later cracking of this area.

After the upper halves had fully dried, I added the lower wing to the fuselage, again using sparing amounts of superglue along the entire seam area. Ten minutes later, it was ready to be blended in along the leading-edge and lower fuselage. I have found that using sanding sticks originally intended for filing and polishing fingernails is a far more effective tool than using files; they're cheaper, and with a variety of sanding grits, you have greater control over how much material is taken off during your sanding exertions.

The gun ports could be added, now that the wing was attached and cleaned up. The MG17s occupied the same physical space in the wing as the MG-FF cannons, but the guns were laid on their side such that the barrels were off centre from the gun bay hatch. This means that the holes for the MG-FF cannons must be plugged, and the panel lines

around the surrounding leading-edge panel section must be filled. With that accomplished, the new inboard ports for the MG17s were added. I began by drilling into the *upper* wing half, just above the seam line between the upper and lower wings, and expanded the hole until it was approximately 1.2 mm in diameter (photo 4).



With the panel lines smoothed over and the gun port drilled, the hard part was over... the rest of the build couldn't have been easier. At this point, I added the lower radiator baths after slightly modifying them by cutting along the edges of the aft door and dropping the cooling flaps (photo 5). I also added a fuel dump tube from silver solder to the aft face of the port radiator (that's what the little cutout in the radiator exit flap is for), and cut the forward supports from the radiator bath. One note about the radiator housings; you'll want to dry fit these to make sure they don't stand proud of the lower wing. Each Tamiya *Emil* I've built has required that I sand down the mating face of the radiator bath to ensure a tight, flush fit. After they were mounted, I drilled a small hole through the central lower forward lip of each housing, and inserted a piece of 24 gauge copper wire, filed flush at the surface, to replicate the stiffening strut located here on the real aircraft. The flaps and slats were then added, with no problems encountered at all.

I had settled on a striking 6./JG 52 scheme from a Cutting Edge sheet which featured 6. Staffel's enormous, stylized eagle on a yellow cowling – a real standout in any collection! Adding to the interest was a heavily mottled fuselage which would be a challenge to paint; the fin had a dense, tight mottle pattern around the existing *Hakenkreuz* and there were a couple distinct patterns to the fuselage mottling. Painting began by spraying the propeller assembly in Model Master Marine Corps green, straight from the bottle; on further reflection, this could use a bit of darkening, so subsequent props have been shot with a 50/50 mix of Model Master aircraft interior black and the Marine Corps green for a very convincing RLM 70 *Schwartzgrün* (photo 6).

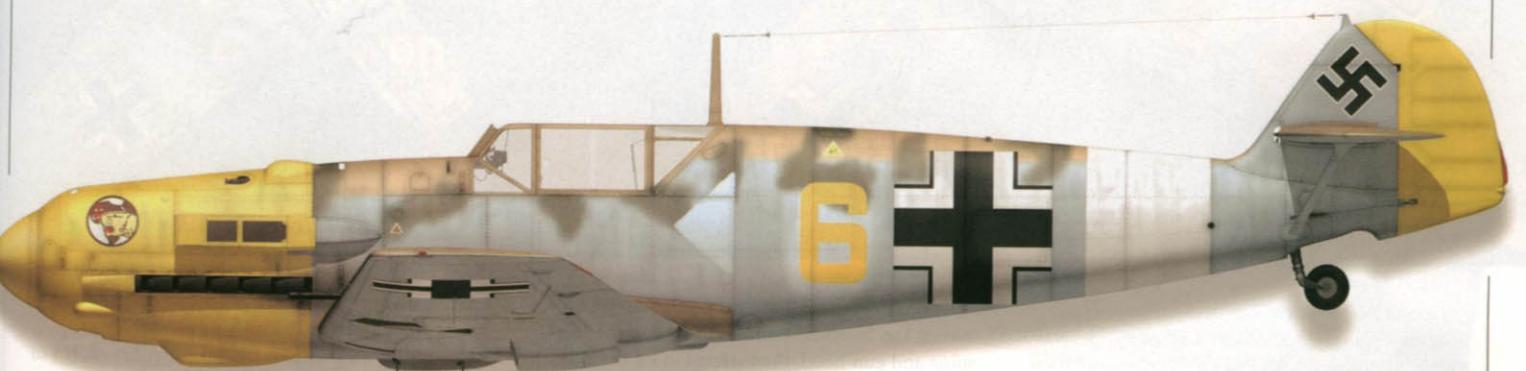
Bf 109E



Bf 109E-3 Yellow 14 of 6./JG 53 at Mannheim-Sandhofen, Germany in March 1940



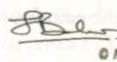
Bf 109E-3 Brown 3 of 6./JG 26, at Werl, Germany in early 1940

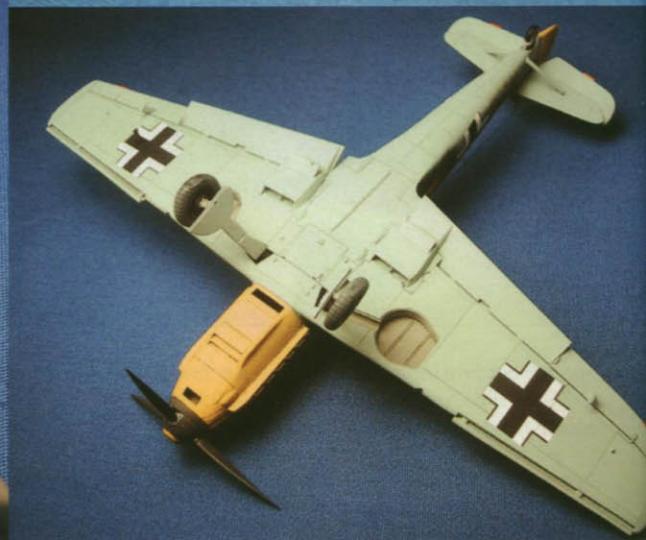


Bf 109E-7/trop Yellow 6 of 3./JG 27 at Ain-el-Gazala, Libya, in late 1941



Bf 109E-3 Red 10 of 2./JG 77 at Breslau-Schöngarten, Germany in July, 1939


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Floquil Reefer Yellow was then sprayed on the nose area, spinner, and rudder. I laid down several thin coats, thinned with Floquils Dio Sol, and these dried in no time at all. Once that was accomplished, I removed the upper and lower cowling sections, and masked the remaining fuselage areas. I then cleaned out the airbrush, and mixed up a batch of Model Master RLM 65, again thinned with lacquer thinner. I first sprayed the lower wing to look for any irregularities; after a light sanding, I then sprayed the rest of the aircraft and let it dry. The wonderful thing about using lacquer thinner with the ordinarily slow-drying Model Master semi-gloss paints is that they are ready to be worked with in an hour or less. Once the 65 had dried, I used a cotton swab to put a patch of Future wax on the fin, and added the white *Hakenkreuz* background from the Cutting Edge sheet. I then added Future over these decals once they were dry, with the intent of being able to clean up any overspray from the mottling to be added later.

The next color to be shot was the uppersurface RLM 02 pattern; I had kept the stabilizers separate during this process, as they are such a tight fit to the fuselage that no filler is necessary. This made the last part of the painting job a bit easier... airbrushing the RLM 71 camo pattern and mottling. Unless I'm spraying an early war splinter scheme, or a British camo pattern, I always spray freehand, and this was

the case here as well. I started on the fuselage, adding the "normal" camo to the top of the fuselage spine and gun hood, then started in on the sides. I used Floquils Pullman green thinned about 50/50 with Dio-Sol, and had the pressure on the small Paasche compressor as high as it would go. After a bit of experimentation with needle settings, I was absolutely thrilled with how the mottling came out on the fuselage sides. The spray pattern on the fin came out just about perfect, with no additional cleanup being necessary, and the *Hakenkreuz* sitting in a small field of blue with crisp RLM 71 mottling all around it (photo 7 & 8).

After letting the model dry long enough for me to go grab a fantastic meal at the local Olive Garden Italian restaurant, I came back to the hotel, got the Badger 200 single-action airbrush out which I use for all my clearcoat duties, and started laying down thin coats of Future on the model. These dried well, as usual, and the following night, I was able to complete decaling within about an hour, as the aircraft did not have any visible stenciling (photo 9). At this point, it was about time to head home, as my work in Altoona was completed. I packed up the nearly completed E-1, along with the Hasegawa E-3 which I had repainted at the same time, and headed back south to Norfolk. I am pleased to report that the room was left in immaculate condition, with

nary a paint or glue mark anywhere on the desk.

At this point, the E-1 only lacked a flat coat, weathering, and canopy. I could provide two out of three, but I did not have an early canopy handy. Fortunately, my friend and fellow Luftwaffe nut Erik Whipple sent me a spare early canopy from one of his E-3s, so I was able to get the beast completed in time for the IPMS-USA Nationals in July. As things were a bit rushed, I didn't have time to apply any weathering aside from three primer patches on the rudder, visible in a photo of the original aircraft. However, I was immensely surprised and pleased to find that the E-1 wound up placing third in an extraordinarily competitive category at the Nationals in Atlanta.

While we still don't have a decent early *Emil* in 1/48 scale, the conversion of the lovely Tamiya kit is a fairly simple affair, easy enough to complete over a few nights in a hotel room!

Lynn Ritger

Lynn Ritger is the author of the latest *Modellers Datafile* to be published by SAM Publications – MDF9 'The Bf 109 – Part 1', which will be published in November. To place an order call the SAM hotline or visit www.sampublications.com for details.

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SAMI-1005



The Captain and the Dirty Vicar

John Stokes models a Boeing 737 in the three different airline liveries in which his father flew it

Where does your inspiration to model a particular subject come from? Sometimes it just creeps up on you unexpectedly, and before you know it a plan is forming in your mind. So it was in a conversation with my father, who had been fortunate enough to spend his career flying a number of different aircraft types. One such was the Boeing 737-200 series, which he first encountered in British Airways service.

One particular aircraft, G-DDDV, was informally referred to as the 'Dirty Vicar' rather than by its correct phonetic callsign of 'Delta Victor'. A number of hours were logged on 'DV' before he delivered it to Gatwick for transfer to the British Airtours division of BA. No more was seen of her before early retirement beckoned, and the life of leisure that should have followed.

Researching this aircraft threw light on how a modern airliner can be used and traded around various airlines. Manufacturer's serial number 22633 first flew on the 2 March 1981 and was delivered to Air Europe 17 days later. After 18 months the aircraft was leased to Air Florida for two years, before going

to British Airways at the end of 1984. Four years with BA was followed by service with GB Airways before a return to Air Europe. At the end of 1989 it left the British Register and became A40-BL with Gulf Air, staying until 1993. A succession of South American owners then followed, until joining Southern Winds in Argentina in 2003 as LV-YGB.

It seemed to me that the 'Dirty Vicar' in three liveries would make an interesting line-up of models. A look through my airliner collection revealed only two Airfix 737s, but a quick call to those helpful folk at The Aviation Hobby Shop saw another one through the letterbox in a few days.

The kit was first issued in the late 1960s and is fairly basic with few parts. It comes with the British Airways 'Landor' scheme, so I had been keeping an eye out for decal sheets for the Air Europe and Gulf Air schemes. Air Europe's turned up on Hannants' website and the Gulf Air one I found while browsing at the IPMS Nationals. I also found a couple of 737 window decal sheets produced by Airline Hobby Supplies, so now had everything I needed to make a start on modelling the career of the 'Dirty Vicar'.

Fuselage

I had no intention of producing three superdetailed B737, just a set of neatly built models. It doesn't take long to put all the main components together, so I did all three models in one period of basic construction, but will mainly describe just one here.

The doors and cargo hold hatches were cemented in, but note that the rear doors numbered 2 and 3 should be swapped over, as the instructions have got them reversed and neither will fit otherwise. I pushed them out from the inside so that they stood slightly proud of the fuselage to make it easier to sand them flush afterwards. If you don't do this they sit slightly recessed and require building up with filler to get a flush finish. Showing my age, I went to get the strips of windows out of the box and cement them in place. I was going to fill the window openings anyway, but wanted to use them to support the filler, but there they were — gone! Airfix no longer supply the window strips we all used to know and love as kids, so I resorted to using strips of 10-thou plasticard cemented behind the windows to support the filler that would later be pushed in from the outside. As I



1. Three different releases of the Airfix B737 that John used for his models



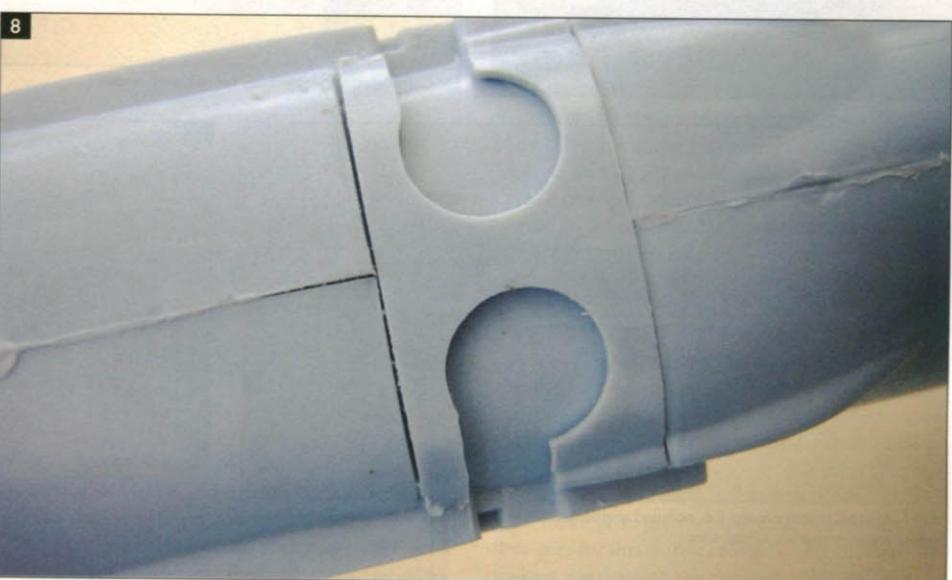
2. First issued in the 1960s, the kit is basic by modern standards



3, 4, 5. Aftermarket Air Europe and Gulf Air and the Airfix kit's British Airways decals



6. Cabin doors installed slightly proud of the surface to facilitate sanding flush later



8. Kit provides just shallow recesses for the main landing gear bays

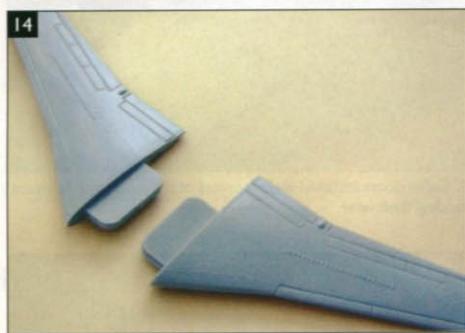


9, 10, 11. Cabin window apertures and cockpit windscreens filled with Milliput and sanded flush





13, 14. Wings and engine nacelles required filling and sanding



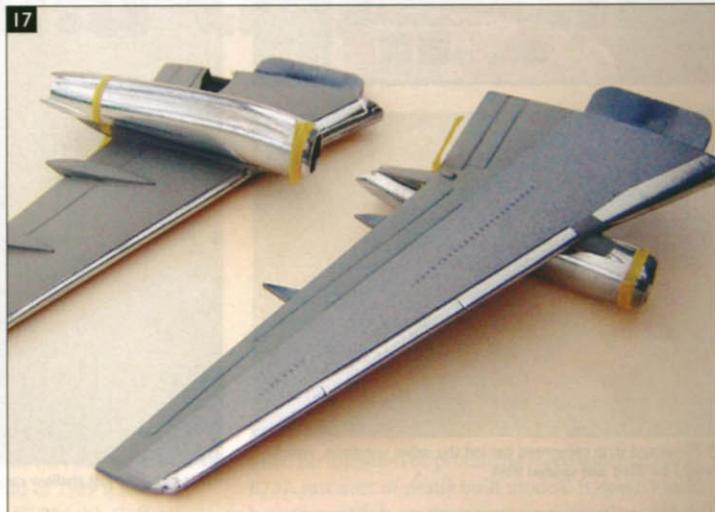
12. Completed fuselages sprayed with Halfords Appliance White gloss



15. Completed sub-assemblies for all three models



16, 17. Alclad Chrome reproduces polished engine nacelles well, while different metallic shades further enhance realistic appearance



18. Trial-fitting wings revealed "wobbly and indistinct fit"



19. John retained the kit's window openings for his British Airways model, applying matt black paint around the frames before filling with Clearfix to create the impression of flush-fitting windows



20. Polished metal windscreens frame from Airline Hobby Supplies. Decals required precise positioning

only had two sets of window decals I left one of the fuselages with its window openings untouched, to fill later with Kristal Kleer or Clearfix.

I intended to use the windshield glass if possible, and so painted the interior of the cockpit and rear bulkhead matt black. To ensure that the finished model stood on all three undercarriage legs rather than becoming a tail-sitter I stuck a couple of foreign coins to the rear of the cockpit bulkhead — a good use for all that holiday cash not worth changing at the bank! Both halves of the fuselage were now brought together and left overnight to dry.

The fit was not spectacular and required some work with wet 'n' dry paper to tidy it up. At this point I trial-fitted the windshield and immediately abandoned my plans for masking and retaining the clear sections. The fit was very approximate, probably down to the moulds having been well used and becoming worn over the last 30 or so years. On to



the correct angles. By now a lot of the raised panel lines were disappearing, but that was fine by me. In this scale I don't think that panel lines are either desirable or necessary. From a scale viewing distance they simply wouldn't be visible on a real aircraft, and any between panels is better depicted by tonal variations in paint.

With the fuselages smoothed and sanded down it looked like all the windows and doors were neatly blended in, so I applied a couple of coats of Halfords white primer. This showed that the window areas in particular were not as neat as I had imagined, so further sanding and filling were necessary. Once lightly rubbed down again, a couple of coats of Halfords gloss appliance white followed.

would be better. I sanded all the raised panel lines off the wings and engines, which were covered with them. The 737-200 has very smooth engine cowlings, so it is worth taking off all the chunky looking detail. Once glued to the wings the gap between the two pieces was very apparent. One point to note is that when you fit the outer flap tracks (parts 39 and 42) they will stand too far back and leave a gap at the trailing-edge of the wing. Just shave the locating pins off them and position them by eye over the locating holes and flush at the trailing-edge.

Wings, engines and tailplanes received a couple of coats of Halfords grey primer in preparation for final painting. I wanted to try out some of the Alclad metal paints, and had heard that a coat of Humbrol gloss black makes the best undercoat, so the airbrush was used to prepare all these parts, which were then given 24 hours to dry.

I wanted to get a very polished look to the engine cowlings and leading-edge slats, so used the Alclad Chrome shade. This will probably annoy purists, but I don't think it looks out of place. Look at any photo of a tidy 737-200 and most of them have a mirror-like finish on their highly polished cowlings.

Following the Alclad instructions closely and misting on a few coats I have to say the results were stunning. These are certainly well polished engine cowlings! Not only does the finish look good, but also it has proved very durable. I masked off the cowlings and leading-edge slats with a mix of Tamiya and normal masking tape, and airbrushed a coat of Revell 75 light grey over the rest of the wings. Once this was dry the flaps and trailing-edges were masked off and the wing box centre-section sprayed. I mixed my own brand of 'Corroguard' for this job, about 50/50 Humbrol 67 tank grey and Metalcote 27002 silver, which gives just the right tone of medium silver-grey for this elusive colour. A little further masking was done on the cowlings to brush paint slightly different tones of silver on the intake lips and thrust reverser buckets.

Trial-fitting the wings revealed a very wobbly and indistinct fit. Sanding and scraping the wing roots



Plan B then, which was to glue the windshield and apply a liberal coating of Milliput. There were also a few sink marks to be filled, most noticeably just above the windshield. The aftermarket decal sheets provided black windshield decals, so these were going to have to do. I think cabin windows are definitely better as decals, but prefer to have cockpit windows in clear plastic. Because of their larger surface, cockpit window decals are more obvious, but in this case were 100 times better than what the kit offered.

The main wheel bay between the wings comes as a separate part that needs to be fitted at this stage. I say wheel bay, but it's just a shallow impression. I decided I could live with it, but this is one area to which superdetailers would probably want to pay some attention. Once all this was dried a major batch of Milliput Superfine white filler was mixed up to deal with all the fuselages. Two of them had all their side windows filled, and all three had their main fuselage join seams and the area around the main undercarriage bay filled.

All the filler was gradually sanded back and the shape of the cockpit glazing reinstated in solid form using a strip of fine wet 'n' dry paper secured to a small piece of Aeroclub's Tee-Al. This allowed me to sand the windshield while keeping a flat surface and

Wings, engines and tailplane

I assembled the wings and engines, but kept them separate until after filling and sanding down. Ideally I would have kept them like this until after painting, but test fitting showed that the fit of engines to wings was going to leave gaps. Rather than having to fill and patch after painting I glued the engines in place and saw to any filling before painting started. It was going to make masking a bit more fiddly, but the final finish



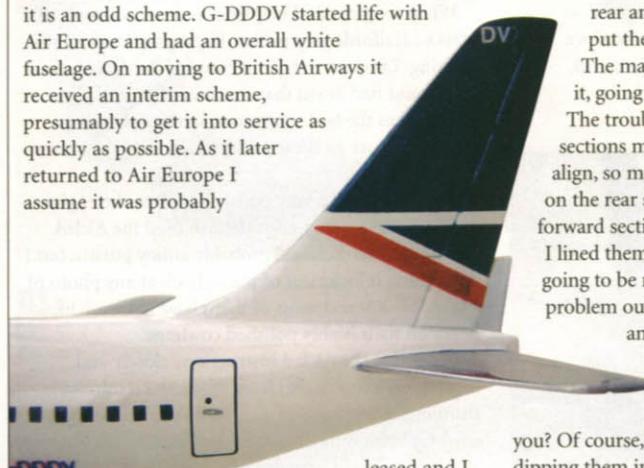


firmed up the fit, which varied on all three models. The worst of them had a very noticeable gap, but at least all was square and with the correct dihedral. The gaps were filled with a 50/50 mix of white glue and water. When dry a thin brush coat of Tamiya acrylic white improved the appearance.

Decalling

British Airways

I assume you have already looked at the pictures accompanying this article, and thought "That's odd, it doesn't look like a BA scheme"? Well, quite right, it is an odd scheme. G-DDDV started life with Air Europe and had an overall white fuselage. On moving to British Airways it received an interim scheme, presumably to get it into service as quickly as possible. As it later returned to Air Europe I assume it was probably



leased and I am not sure if it ever received the full BA 'Landor' livery with the lower fuselage in dark blue and the upper in that strange shade of silvery white.

The Airfix kit comes with decals for the full Landor livery, which was only partly useful. I couldn't use the fin markings as they included the heraldic crest and 'last two' of the registration 'YF'. It was simple enough to mask and spray the blue areas using Humbrol 15 lightened with a touch of white. I cut the red stripes from the kit decals and used those. This model was the one retaining the kit windows, which were later going to be filled with Humbrol Clearfix. A tip here is to take a fine brush and paint matt black around the insides of the windows. Wipe any excess off with some white spirit on a cloth. It helps to create the illusion of the finished window being flush with the outside of the fuselage.

The cockpit window decals came from an



40-BL

Airline Hobby Supplies sheet, with the black going on first followed by the silver edging when it was dry. It takes a lot of checking from all angles, but is absolutely critical to get right. Next up were the door outlines from an old Microscale sheet. The British Airways titles came from the kit. I had previously masked and brush-painted the bare metal leading-edge to the fin on all three models.

I really like this colour scheme and think it is much cleaner and smarter than the full Landor scheme. It's a shame that BA didn't adopt it across the whole fleet!

Air Europe

I used the side window decals from the Airline Hobby Supplies sheet and put them on first so that I could line up all subsequent decals on them. I had to cut three windows from the port strip and two from the starboard, as they were otherwise too long. The cockpit window decal was provided on the main sheet, which is from Runway 30 (and was why I had a spare to use on the BA model). With these basics done, it was time to move on to those big fuselage stripes, which come in three sections, forward fuselage, rear fuselage, and fin. The instructions advise starting with the rear fuselage section, as the other two line up on it. I started with the port side rear and it went on well enough, but when I put the forward section on I hit a problem. The main stripe contains four stripes within it, going from red through orange to yellow. The trouble was that where the front and rear sections met in the middle they just did not align, so much so that the bottom yellow stripe on the rear section met up with nothing on the forward section. Having to make a quick decision, I lined them up along the top edge as this was going to be most noticeable, and left sorting the problem out until everything had dried. I was bit annoyed with myself for not having

checked this first, but then again you don't really expect to have to with aftermarket decals, do you? Of course, I checked the starboard sides before dipping them in water and they were not half as bad. There were slight gaps in the decals, particularly at the base of the fin, and it would have been nice to have a bit of spare stripe to patch things, but there wasn't any, so I had to resort to mixing paints to the best match I could. The red outlines for the doors had unfortunately bled into the carrier film, which if used as it was would have given the doors a pink tint. I carefully cut the carrier film away from the doors, and applied just the red outline.

The anti-glare panel is supplied as a decal, but I found that it was not quite long enough, so painted in the shortfall once it had dried. With the 'Air Europe' titling on the fuselage and fin, the model was starting to look good.

Gulf Air

This is a very nice sheet produced by ATP, with very realistic gold areas for the titling and falcon on the fin. Some Gulf Air 737s have a bare metal strip on the very lower fuselage, starting behind the nosewheel extending to the rear, and some are all white. I went with the all white option for much the same reasons as with the British Airways model. I would be very surprised if DV had been stripped back upon entering service with Gulf Air.

The side windows were applied from another Airline Hobby Supplies sheet, along with the cockpit area. These have to be applied first so that the triple stripe decal that extends from nose to wing roots can be



21. Combination of paint and kit decals was used to reproduce the 'Dirty Vicar's' hybrid BA scheme

applied accurately. There is one large decal per side, consisting of all three stripes. Before cutting them from the sheet I noticed that the red stripe was a little too close to the green one on both side decals. All three stripes should be equally spaced, so I carefully cut the red ones free to allow me to position them more accurately. I applied the port side first and left it overnight to dry. It has to conform to the compound curves of the nose area, and there is plenty of excess decal there. Next day I trimmed the excess back, and applied MicroSol to settle it all back down. Once this was dry, the starboard side was applied in the same way, getting everything lined up. It was worth cutting the red sections free, as I was able to space them with the same separation as between the maroon and green stripes. A nice touch from ATP is that they supply three blocks of the stripe colours on the decal sheet so that you can cut out what you need for any necessary patching. These decals were good, very good, and a pleasure to use.



22. ATP's complex Gulf Air decals conformed well around nose contours

In Gulf Air service G-DDDV was re-registered A40-BL. The ATP sheet comes with options for the original Gulf Air B737 fleet of A40-BC to -BK. It was a simple matter of trimming the 'Es' to create the required 'L' (A40-BK disappeared in mysterious circumstances over the Arabian Desert as the result of a terrorist bomb. Presumably 'BL' was brought in as a replacement.)

Registration lettering

The BA and Air Europe aircraft both needed registrations on the fuselage sides and under the wings, with the 'last two' each side of the fin and nose gear doors. This was a lot of 'D' letters required, and a search through my sheets of old decals didn't produce any, never mind the 20 or so I would actually need. I therefore decided to have a go at producing my own on the PC using paper from The Decal Paper Store. The printing was not as sharp as I would have liked, having a faintly blurred edge, but was still usable. Being on continual film each registration had to be cut out, and then soaked. Unfortunately the black ink took on more of a dark purple hue, I assume from being soaked in water, so they weren't really a success. I have

Captain speaking

I first made the acquaintance of the 'Dirty Vicar' whilst employed by British Airways as a captain on the B737 fleet. She (I understand the clergy are now allowed to be female) was showing her age even then, having had a strenuous career and being much overworked, so much so that she refused to fly straight without much fiddling with the trim wheels, and at one time was continually being 'snagged' for being heavy on the ailerons. This was rectified after a major overhaul when an aileron cable to its relevant hydraulic jack was discovered to be off one of its guide pulleys.

In common with her siblings she could turn around and bite if not handled with some care. For instance, if rotated too enthusiastically on take-off (three degrees per second recommended) she could perform what was described as a 'pitch-up and roll-off', which was just that. When the control column was neutralised on reaching the right attitude, rotation could continue all on its own until a wing dropped. Not nice at any time, let alone close to the ground.

In spite of being fat and ugly, she was quite difficult to slow down even with the use of speedbrakes, and many a driver has been caught out too hot and high on approach. This was partly due to the fact that the engine idle rpm had to be set on the high side in order to meet the minimum acceleration time in the case of an aborted approach.

Once on the ground with reverse thrust deployed one was committed to staying there, as the manufacturer would not guarantee that the reverser buckets would retract due to air loads. But enough of horror stories and on with the saga of the 'Dirty Vicar'.



I retired from BA at the end of 1986 and had twiddled my thumbs for a few months when one day the phone rang, and a voice at the other end asked if I would like a summer job as captain on B737s based in Manchester with an airline called Air Europe? It did not take much to convince me that this could be fun, so I readily accepted. A brief groundschool course was followed by a trip to Liverpool Airport for base flying (circuits and bumps). On arriving I sought out my training captain and we walked out onto the tarmac, where much to my amazement stood G-DDDV gleaming in her new paint scheme. We were soon on good terms again and had many trips together over the summer transporting the bucket-and-spade crowd to their respective beaches. It was on one of these trips to the Greek Islands that I made the

acquaintance of the first female co-pilot I had flown with. We parked the aircraft on a patch of concrete very close to a small beach and there, standing on the sand was a nicely tanned young man waving at us. Fine, but he was wearing precisely...nothing. "Right, Dave," says Camilla (for that was her name), "You now have a mutiny in your hands. I'll be back in an hour!"

After the 1987 summer season was over I was asked to stay on permanently and convert on to the 737-300/400-series aircraft and be based in Gatwick. This suited me fine, as I live about an hour's travelling time from there. Then, in 1991, Air Europe went bust. End of story I thought. But no. After a few months of cooling my heels the phone rang once again and as a result I found myself in Bahrain with Gulf Air. The plot was to convert back to the B737-200 series (one of the most difficult courses I have ever done, changing from a glass cockpit back to a steam-driven one!). At any rate I once again found myself in charge and flying as far as Athens in the west to Karachi in the east.

Fairly soon after arriving I decided to take my family with me to Dubai, where we had a two-day layover. The aircraft allocated was A40-BL. Somewhere enroute I was doing an instrument scan when my eyes lit on a small metal plate upon which were engraved the letters G-DDDV. Unbelievable! Here she was again. I sometimes wonder if this is a record, to fly the same aircraft in three different liveries?

I finally retired from flying in 1992 when my license expired, but I understand on the best authority that the 'Dirty Vicar' is still soldiering on, this time in Argentina.

left them on the BA and Air Europe models but will replace them as and when I can find something better.

The underwing registrations were even less successful. At first I thought the decals were 'silvering', so I painted some Johnsons Kleer over them, which seemed to solve the problem. However, I soon realised that the backing paper, although clear when wet, dried white. This was OK on the white fuselages, but not what was wanted on grey wings! I lifted the underwing decals with tape and started again. A good hunt through my decal bank (never throw anything away), produced three old BA Trident sheets with G-ARPD and one VC10 sheet with G-ARVH. Just what I needed, although the 'V's were a tad smaller than the other letters. What a shame the small fuselage letters on these sheets were all in white, to go on the blue areas of the standard BA livery. What we need is for one of the decal manufacturers to produce sheets of civil letters, in the same way as many of them produce sheets for military serials.

Final approach

Three complete sets of undercarriages were assembled and painted, and then installed on each aircraft. The main gear tended to splay outward, so it was essential to check and adjust each one by sighting from head on. The nose gear doors were much too thick, so I replaced them with others cut from 10-thou plasticard. I would have replaced the main gear doors as well, but they are a very convoluted shape. As they are tucked away underneath and virtually hidden by the engine cowlings, I used them as they were. There are a couple of blade aerials on the fuselage, mounted ventrally and dorsally, which were cut from 5-thou plasticard and attached with white glue. Finally, a couple of coats of Johnson's Kleer was brushed on each model, and my B737 'fleet' was complete.



This was a 'fun' project rather than a serious attempt at highly detailed models. There was an awful lot of filling and sanding to be done, particularly as I had to do everything three times. I am reasonably pleased with the results, but the Airfix kit really does show its age when compared with some of the recent airliner kits from Minicraft and Revell. I notice that Minicraft is listing a 737-200 for release in 2005, which should offer some improvement.

The Airfix decal sheet was pretty good, although I only used a few pieces on each model. The Runway 30 sheet with the Air Europe scheme was a bit of a disappointment in the way that the fuselage stripes were so misaligned. I have since noticed a faint

'bleeding' of red into the carrier film on them. If I were to do this one again I would trim all the carrier film off, and slit along the fuselage stripes where they join, to give some room for adjustment. The ATP decals for the Gulf Air Scheme were excellent, settling down perfectly and with the carrier film completely disappearing.

There are six more liveries to model on 'DV' to show the full set it has worn, but I think I'll stop at this point!

John Stokes



1/72nd Scale

Manufactured by



Silent-winged Invader

Andrew Eaton models Italeri's Waco CG-4A Hadrian assault glider

Before the days of the helicopter there were only two ways of getting troops behind enemy lines: parachute or glider. Parachutes were fine for individual troops or small pieces of equipment, but for anything bigger there were no alternatives to gliders. By the time the USA entered WWII Germany and the UK had already developed their own gliders. Germany had used them successfully in operations such as that at Eben Emael in May 1940 and was in the process of developing the huge Messerschmitt Me 321. The US Government found itself well behind in military glider development and needed to come up with a design that could be put into production quickly.

In 1941 the Army invited proposals for gliders to meet two specifications, an eight/nine seater and one that would carry 15 combat-ready troops. The Weaver Aircraft Company of Troy, Ohio (WACO, pronounced Wah-co, not Whacko or Way-co) was selected as the winner for the latter contract with its XCG-4. It wasn't the biggest contender, nor even the best performer, but what it did have was the ability to do the job and be mass-produced by largely non-skilled labour. Its structure was simple, and since the wings were made entirely of wood their manufacture could be subcontracted to furniture makers and other such companies who were not already involved in the

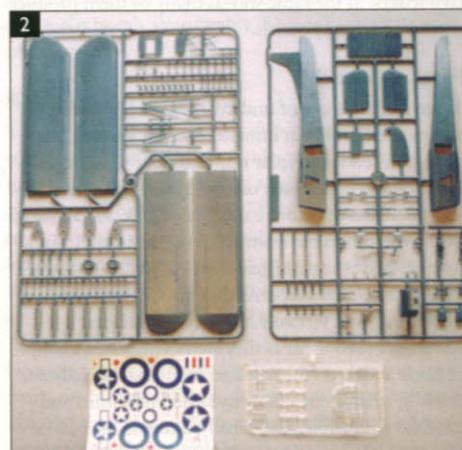


war effort.

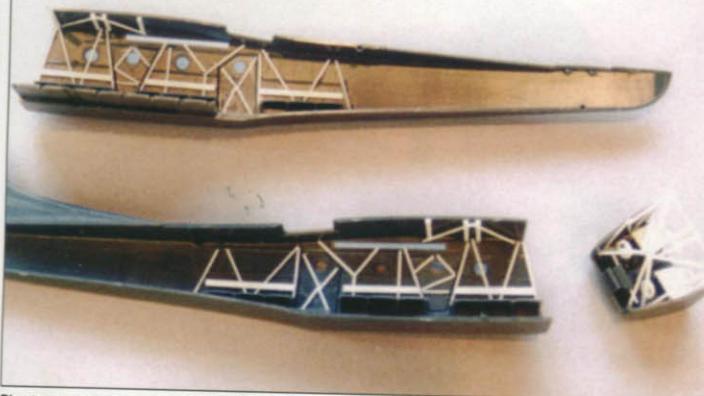
In total nearly 14,000 Waco GC-4A gliders were produced by 16 manufacturers, of which the Ford Motor Company was the largest, accounting for 4,190 gliders, nearly a third of the total production and nearly four times as many as WACO itself built. A further contract totalling 5,190 more CG-4As was cancelled after the Allied invasion of Europe.

As demanded by the US Army's specification, the GC-4A could accommodate 15 troops, including two who would also fly the glider, or a standard Jeep, or a Ford or Willys quarter-ton truck, or a 75 mm howitzer and its crew, and be towed by twin-engined transports/tugs such as the C-46, C-47 or C-53. Loading of troops was

achieved through side doors, but when larger loads were carried the whole cockpit section, including the pilot's seats, swung up out of the way on hinges. This system came in very useful on landing with a heavy load on board. Imagine you are a the pilot of GC-4A carrying a Jeep and approaching for landing behind enemy lines, probably in the dark, and with who knows what obstacles strewn around your landing area. Jeeps are heavy and the one sitting just behind you is



Kit parts and decals



Plastic strip used to recreate the 'lattice work' tubular metal fuselage structure of the full-size

going to be carrying an awful lot of momentum on landing. Anything other than a perfect touchdown is going to send that Jeep rolling forward right into you. Except that there is a cable attached to the Jeep that runs back up and over it and through the fuselage roof to the top of the cockpit. So when you come to a crashing halt after landing the Jeep shoots forward, pulls the cable and flicks the cockpit section, with you in it, straight up out of the way. And even if you make a perfect landing the Jeep driver can simply start the engine and drive out of the front in the same manner. It probably wasn't comfortable, but at

Thursday saw American gliders flying out of India to insert troops and earth moving equipment behind enemy lines in the Burmese jungle to construct landing strips on which C-47s could land. They had much more success than those over Sicily the previous year. Some 539 troops, three mules and 30 tons of supplies were delivered by the WACOs. This operation was also notable for the number of gliders recovered in 'snatch' operations by C-47s. In one of these three CG-4As carrying wounded troops were successfully recovered.

WACO activity in Europe began again in June



Painted dark green, the structure shows up well against the linen colour of the simulated fabric

1944 with Operation Overlord, in which 292 GC-4As were involved. There were four main glider landings during D-Day itself, two before dawn, and a further two in the late evening, one just before and the other just after dark. The results of these assaults were better than previous operations, with the evening one being the most successful as there was still light enough for the glider pilots to see where they were landing. Whilst the gliders delivered a much smaller number of troops than those parachuted into Normandy, they delivered a total of 47 anti-tank guns, 132 Jeeps and other vehicles and more than 100 tons of ammunition and supplies, all vital to the success of the Invasion.

Subsequently GC-4As were in action in Belgium, Greece, New Guinea and Germany itself, no fewer than 798 of them taking part in Operation Varsity to secure the bridges along the Isel Canal.

The Kit

The 1/72 scale Italeri kit of the CG-4A has been around since 1976 but is still readily available. I picked mine up secondhand from a fellow member of Farnborough IPMS. The kit is one of Italeri's early offerings, for which I have a liking as they were generally well moulded, had a reasonable level of detail and covered some unusual subjects. Admittedly some of the detail is not particularly accurate, especially in the interior, and the fit not as good as the crispness of the parts would suggest, but nevertheless it builds

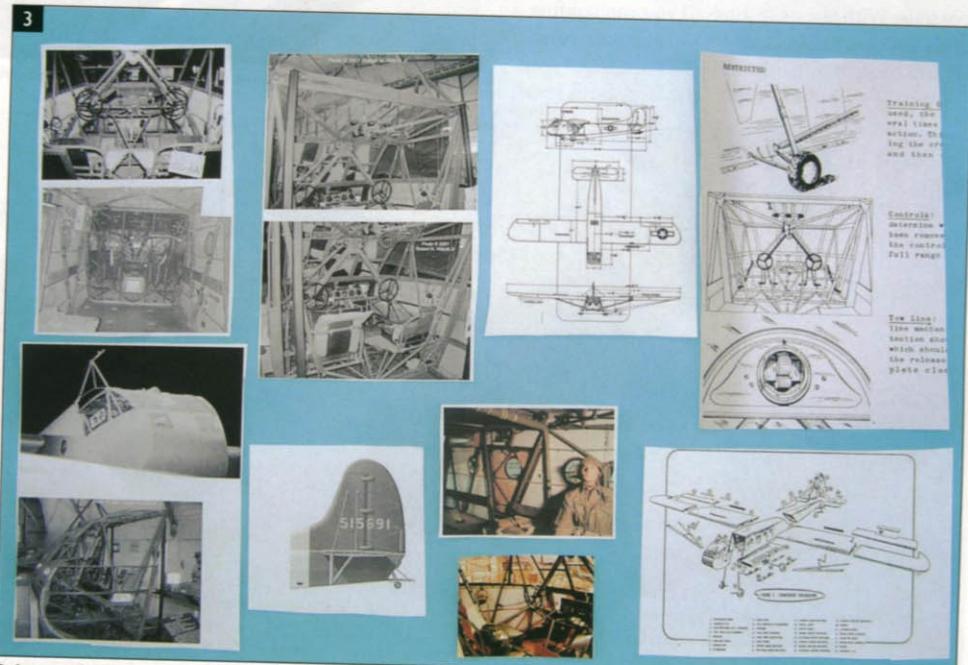


Filler was needed in several areas after the fuselage halves were joined

least you were alive.

The GC-4A's combat debut - and the first major Allied assault using gliders and paratroops - took place in July 1943 during Operation Ladbroke, the Allied invasion of Sicily, and was a disaster. As part of the airborne assault a force of 136 GC-4As (known by the RAF as the Hadrian) operated by the British Glider Pilot Regiment was detailed to attack the Ponte Grande bridge. They were launched from Tunisia and headed across the Mediterranean, where gliders and tugs were met by heavy flak. The gliders were released too early, while still over the sea, and 69 of them came down in the Mediterranean resulting in heavy casualties, perhaps in the order of 600 troops dead. Only three gliders made it to their designated landing zone. Operation Fustian, the second glider operation in Sicily, was on a much smaller scale and involved a mixed force of eight Hadrians and 11 Airspeed Horsas assaulting the bridge over the River Sementa at Prima Sole. As in the previous mission the gliders met with heavy flak and none of the Hadrians made it to the target.

The next operation involving the GC-4A took place in March 1944 in Burma. Operation



References gathered by the author from the Museum of Army Flying and Internet sites



Invasion stripes applied before main paint finish



All main components were fully painted and decalled before final assembly

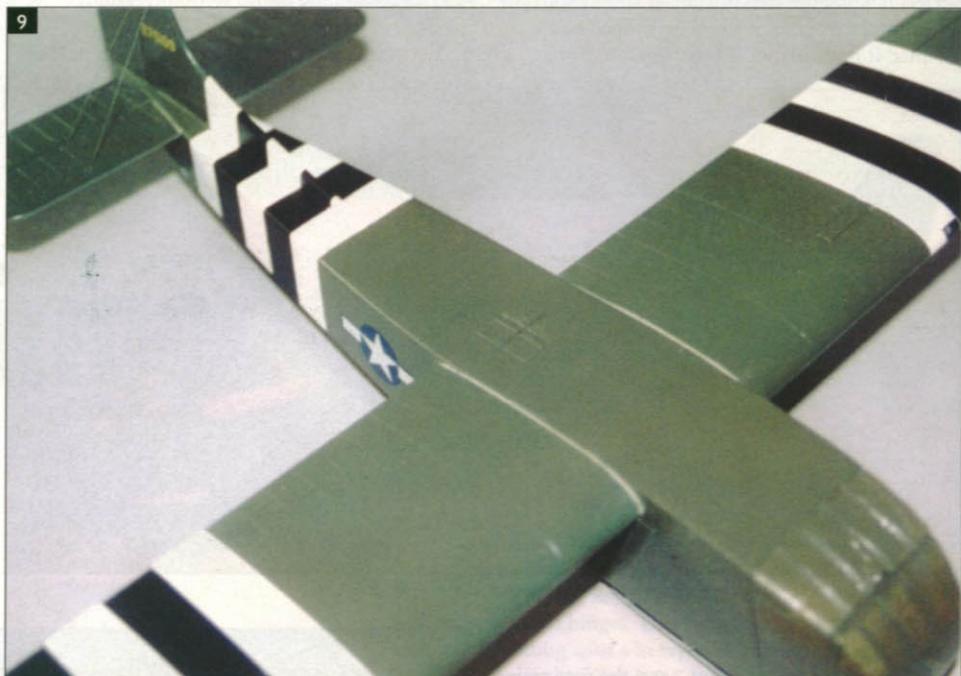
straight from the box into a good model, and with a small amount of work it can be made into an accurate representation of the CG-4A.

References for the CG-4A seem to be few and far between. By far the best sources of reference material are the few surviving examples in museums such as the Museum of Army Flying at Middle Wallop. The preserved example at Middle Wallop is displayed so that you can look right into the cockpit and fuselage and is therefore an excellent source of information for these areas, which are either completely wrong in the kit or have minimum detail.

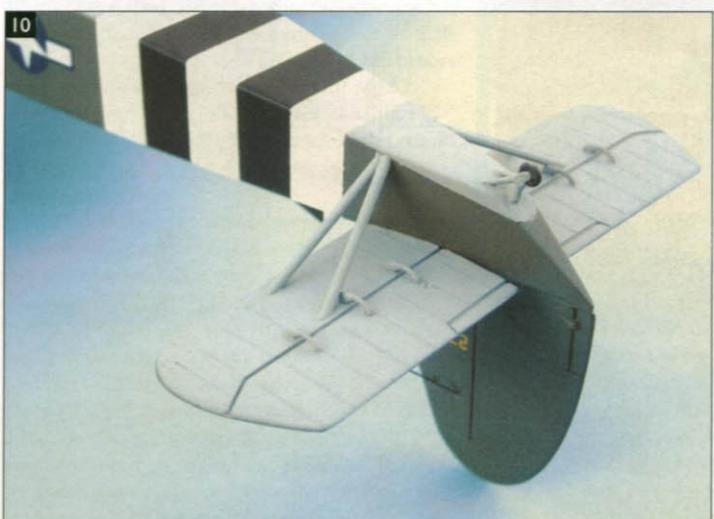
Construction

The cockpit interior as depicted in the kit is completely inaccurate and lacking in detail. The remainder of the fuselage is not too bad. At this stage you need to decide if you are going to display the model with the nose in the raised or lowered position. If raised you will need to put into the fuselage interior as much detail as possible. With the nose lowered you can confine extra detail to the cockpit area as anything further aft will be very difficult to see.

Starting with the cockpit, I replaced both seats



Milliput, smoothed with a cotton bud, filled gaps at wing and tailplane joints without need for sanding



Tailplanes of some CG-4As, like Andrew's model, were strut-braced below and wire-braced above. Compare cut-away below rudder to unmodified kit part in Photos 4 and 5



Replacing mid-span jury struts with fine copper rod would have been more scale-like and might have added strength to the heavy wing assembly



Entire cockpit, including pilots' seats, hinged upwards for loading/unloading. Note cable starboard side which was attached to vehicles aboard and automatically raised the nose on landing

with pieces of suitably cut plasticard. The seats were very simple and had no complex curves (or indeed curves of any kind), so this operation was very straightforward. I made new control wheels from thin slices cut off the end of a length of plastic tubing of the correct diameter, and constructed a framework of plastic strip around the cockpit's interior. This is very visible through the extensive glazing and its addition transforms the cockpit. When making the framework keep dry-fitting the canopy to make sure that it will clear the new interior framework. Lastly, I removed all of the parts provided in the kit to give the cockpit a working hinge as these bear no resemblance to anything on the real thing.

For the fuselage interior Italeri provide seating along both sides as well as a floor with embossed wood grain effect. This configuration is for the troop-carrying version and the seats will have to be omitted if you wish to display a vehicle inside. To add some interior detail I built up a lattice work of plastic strip down each side and across the roof to simulate the tubular fuselage structure. Some of this framework passes across the cabin windows and is therefore conveniently visible from the outside. Once all of the interior had been assembled I painted the framework dark green and the fuselage sides a creamy linen colour, with the floor in brown. The mixture of dark green struts against a linen coloured fuselage side helped to show up the detail in the cockpit very nicely.

Once the paint had dried the cabin windows were added and the fuselage sides joined together. A fair amount of filler was needed along the top of the fuselage and around the cockpit area, and there were a couple of sink marks near the tail that had to be filled. I paid particular attention to the area around the window in the cabin roof to

get rid of all the join lines before polishing it with Micro Mesh and Final Touch polishing fluid.

Comparing the outline of the kit's tail with photos from the Internet and pictures I had taken at Middle Wallop it was apparent that the area at the base of the fin was different from that of the kit. The photos all showed a cut-back portion of fuselage, and in some what looked like a parachute attached, I assume to assist braking. I

decided to base my model on the example at Middle Wallop and simply cut back the fuselage and covered it with plasticard.

The wings were assembled per instructions, the only addition being the landing light on the leading-edge of the port wing which I made from a small piece of clear plastic superglued into place and sanded flush.

Painting and Decalling

With all of the main components assembled I decided to paint everything before final assembly so as to make things easier with masking for the Invasion stripes, which were added before the camouflage colours using cans of Citadel Colour skull white and chaos black. I find these spray paints give a much finer finish than Halfords equivalents, and even though they are more expensive the result justifies the extra outlay. The nice thing about these Invasion stripes was that there were no awkward shapes to go around and it was very easy to mask them off, keeping a consistent width and meeting up properly on the top and bottom of the fuselage.

Once the stripes had been sprayed they were masked with Tamiya tape and the undersides sprayed with Xtracolour Neutral Gray. Very few CG-4As would have been in service long enough to have any appreciable weathering, but I felt that the standard Xtracolour Olive Drab was nevertheless too dark for the uppersurfaces, so I used a mixture of faded Olive Drab and standard Olive Drab, which gave just the right shade.

The decals supplied with the kit cover two American machines - one with Invasion stripes - and an overall grey example used by the RAF post-war. Italeri decals have never been a favourite of mine as I have always found them to be overly thick and prone to silvering, so I replaced all of the markings from the spares box. The only markings are national insignia and serial numbers, so replacements were easy to find, although the serial number came from a Superscale P-47 sheet as it was the only one I had of the right size and colour. The decals were applied over a couple of coats of brushed-on Johnsons Klear, with a further coat being applied once the decals had completely dried.





Final Assembly

With everything painted and markings applied, final assembly began with the tailplanes. The kit instructions make no mention of any bracing, even though the box artwork clearly shows some. Again, different photos seem to show that this bracing came in different configurations with either a mixture of wire bracing and struts or all-wire bracing. I chose to do a mixture of wire above the tailplanes and struts below, made respectively from fine fishing line and lengths of plastic. A spacer bar was added to each pair of bracing wires at about mid-span. A small amount of Milliput was applied between tailplanes and fuselage, smoothed down with a wet cotton bud and painted over without need for any sanding.

The wings are quite heavy, and I was concerned that the struts would not be strong enough to hold them up. I used the struts provided even though the jury struts halfway along them should be of much smaller diameter. In retrospect I think that had I replaced these with fine copper rod they would still have had enough strength and would have looked much better than the oversized kit items. As with the tailplanes a small amount of filler was needed. The only problem encountered with the bracing struts was that the wings took on a slight but noticeable droop when everything was in place, so I inserted a small section of plastic between the fuselage and the ends of the struts to make them slightly longer and thus raise the wings to the correct angle.

Finally, the undercarriage was added, and a more realistic cockpit hinging mechanism fashioned from short lengths of stretched sprue.



Conclusion

I picked this model up cheaply with the intention of making it 'one day'. However, when my local model club chose D-Day as a competition theme the WACO seemed to be the ideal choice, so it was rescued from the loft. The kit proved to be a very enjoyable build, and although it needed quite a bit of extra work, none of it presented any real

difficulty. The simple addition of some plastic strip, stretched sprue and decals from the spare box turned a good basic kit into an accurate model of a very important if largely forgotten aircraft.

Andrew Eaton

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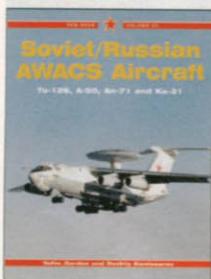
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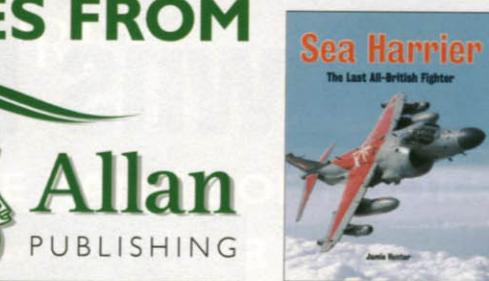
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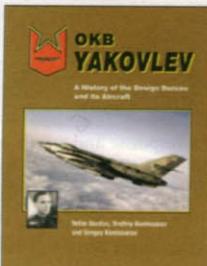
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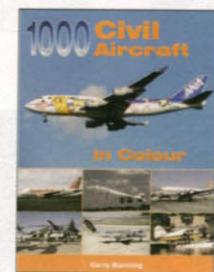
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Southdowns Model Show

Held at Lancing Parish Hall in West Sussex, August's show was the first (of many we hope!) for the Southdowns Model Group. Clubs and traders and the general public who passed through the doors deemed it a success, judging from the response and words of encouragement from all those who were there, so we are planning to make a return next year to the same venue.

The competition was well supported, but surprisingly there was only one entrant in the 1/48 scale class. The most popular classes was Land, Sea and Space (Sci-Fi was a separate class), followed by Aircraft, then Armour.

Acknowledgement must go to club member Craig Wells, whose hard work made it all possible.

Paul Janicki

Southdowns Model Group 'Chairbroke' and Treasurer



Brampton IPMS brought an extensive, varied and colourful display to the show



DC-2 constructed from modified Italeri DC-3 wings, tail surfaces and landing gear mated to scratchbuilt fuselage and cowlings



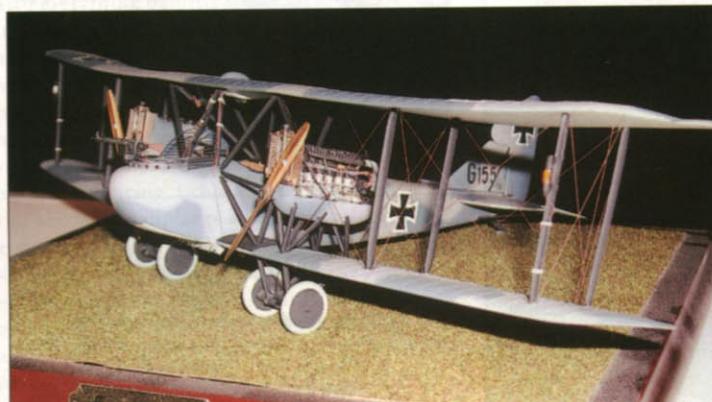
Southdowns Model Group Treasurer and regular SAMI reviewer Paul Janicki built this Martin RB-57B



Austro-Hungarian Air Service 'swirl' finish on this Roden 1/72 Albatros DIII (OEF) came from a Blue Rider decal sheet



Neat 1/72 scale Tamiya F-51D Mustang in the colours of a Kentucky Air National Guard target tug



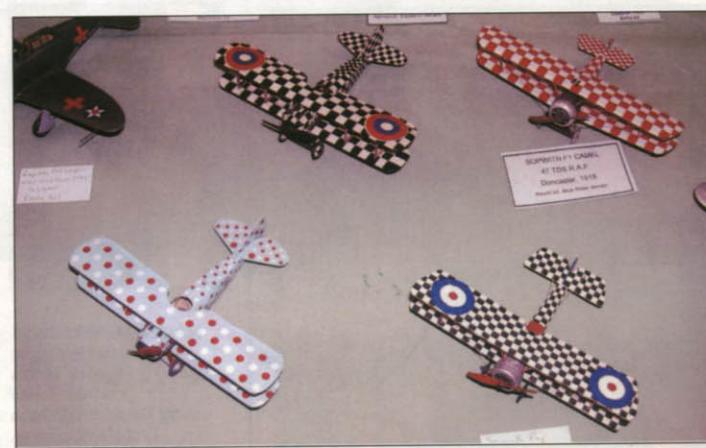
Superb 1/48 scale A.E.G. G.IV was deserved class winner



Beautifully executed Piasecki HUP-3 Retriever in the colours of one operated by the Royal Canadian Navy aboard HMCS Labrador

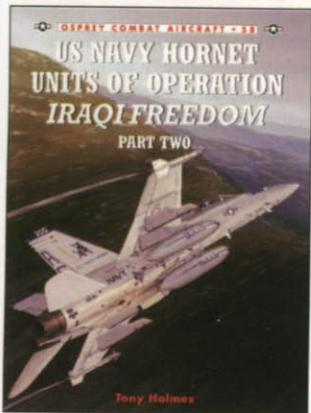


IPMS DC-3/C-47 SIG put on an extensive display, ranging from an early Trans World Airlines example to a Basler Turbo 67 conversion (top left)

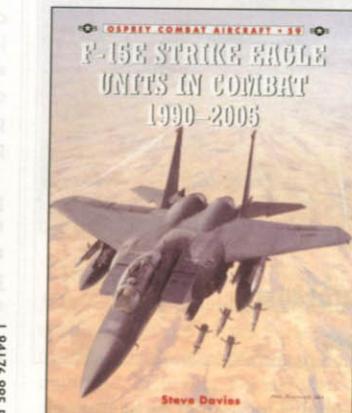


It wasn't just Germany that had colourful aircraft during the Great War, as evidenced by these SPADs, Camel and Pup

A COMPREHENSIVE RANGE OF BOOKS FOR THE MODELLER



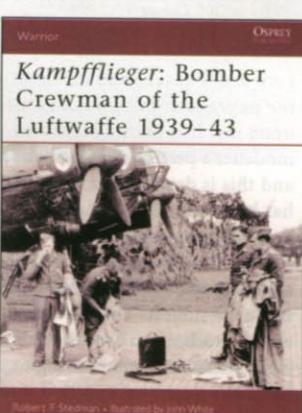
Combat Aircraft 58 • £12.99 • November 10



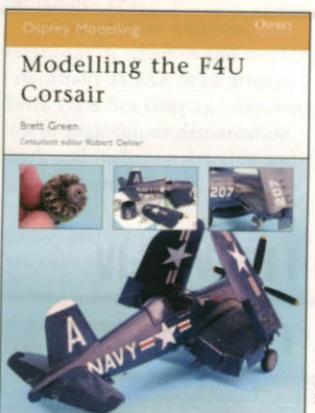
Combat Aircraft 59 • £12.99 • November 10



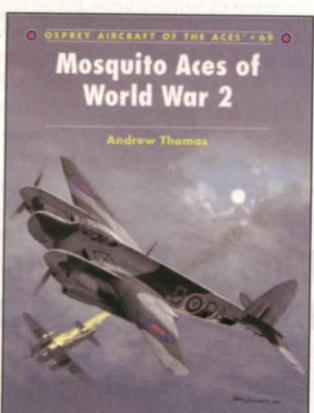
Elite 135 • £10.99 • November 10



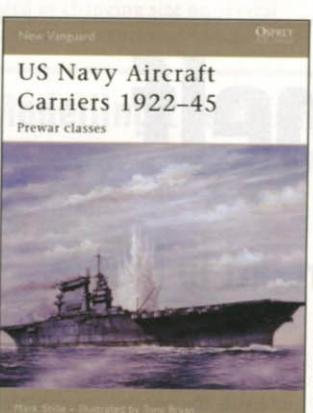
Warrior 99 • £10.99 • December 10



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Aircraft of the Aces 69 • £12.99 • NEW!



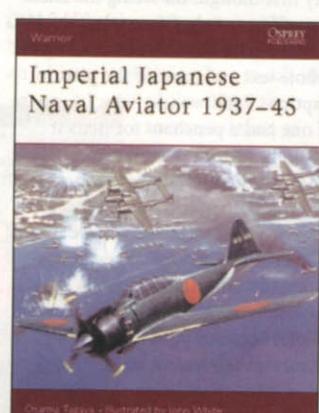
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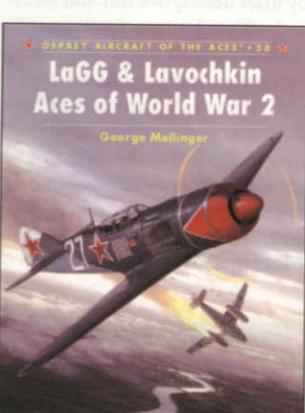
Aviation Elite Units 20 • £13.99 • NEW!



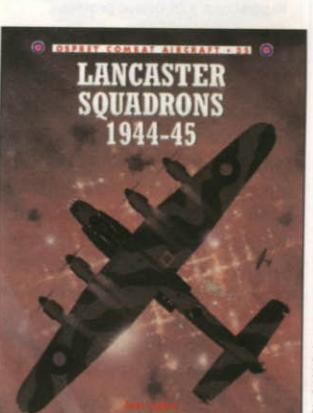
Aircraft of the Aces 57 • £12.99



Warrior 55 • £10.99



Aircraft of the Aces 56 • £10.99



Combat Aircraft 35 • £12.99

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Osprey books are also available from all good bookshops

Book of the Month

The RAF Jaguar — Guardian of the Skies

by Patrick Watson

Price: £17.50

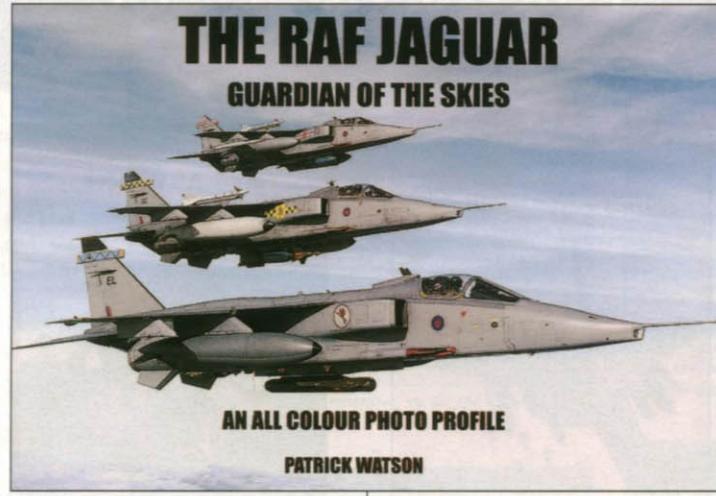
Publisher: Patrick Watson

Format: A4 Landscape, 72 Pages

Pictures: 205 Colour

I am at a loss for words to describe the impression this book has made upon me. It is nothing less than the modeller's perfect reference book, and this is down to the fact that it has been compiled and published entirely by a modeller who found himself frustrated by the lack of adequate reference material on his favourite subject. That he was also an RAF technician at Coltishall for eight years has done nothing to harm the quality of the photographic material throughout.

It's perfect. Everything you want to see is there, in full colour. Close-



ups of every part of the aircraft — including all those crucial shots of stores and weapons you can never

find in close enough detail. There are plenty of shots of complete aircraft in a variety of schemes, as

well as pictures of all the Gulf War nose arts.

I hope this book will sell well enough to encourage the author to complete a series on all current RAF jets. They will beat hands down anything currently in print. The quality and care that has gone into producing this deserves the highest praise.

According to the paperwork provided, the book is available through Hannants, and as there is no trace of an ISBN number I presume that will be the only source.

Highly recommended.

Gary Hatcher

Bookshelf

Luftwaffe Fighter Aircraft in Profile

by Claes Sundin and Christer Bergström

Price: \$35

Publisher: Schiffer Military History

ISBN 0-7643-0291-4

Format: 221 mm x 287 mm landscape, 141 pgs

Cover: Hardback

Illustrations: 124 colour profiles.

I have wanted to see a book like this for a long time and I am not disappointed. Starting in September 1939 and ending in May 1945, it shows a profile of each Luftwaffe fighter aeroplane in the markings of the pilot who flew it at a specific time. I found I was following the career paths of the pilots, rather than looking at the aircraft. The pilots came alive — take Gerhard Barkhorn climbing from Christl, or striking a pose that any Hollywood star would be proud of. Then there's Josef Priller climbing from Jutta, being interviewed or in pose. We read that Adolf Glunz was

never shot down but was covered in broken glass by an RAF bomb while sat on the loo, while Adolf Galland and Erich Hartmann keep cropping up all over the book.

The colour profiles are supported by brief descriptive text and black-and-white photographs that confirm the markings or colour schemes. References, index, tables of equivalent ranks, structure of the Luftwaffe and background telling how the authors came to their conclusions for the colour profiles all round off what I believe to be a very entertaining and colourful book.

Martin Dawson

LUFTWAFFE FIGHTER AIRCRAFT IN PROFILE



Claes Sundin & Christer Bergström
A SCHIFFER MILITARY HISTORY BOOK

Windsock Datafile No 112 LVG C.IV

by Peter M Grosz

Price: £12.25

Publisher: Albatross Productions

Format: 203 mm x 297 mm

Cover: Softback

My first thought on seeing the latest *Datafile* was, 'why?' Sorry, but the LVG C IV is not a classic. After reading the whole text and most of the picture captions I still wonder why. I suppose if one had a penchant for firsts it could be of some interest. An LVG C IV was the first heavier-than-air craft to drop bombs on London. Even this dubious honour seems to have been done with little publicity or official German authorisation. On 28 November 1916, Lieutenant zur see Walter Igles and pilot Paul Brandt bombed the Victoria area of London after flying from Belgium. They became lost on the return journey and were taken prisoners by the French near Boulogne. The author calls this a "foolhardy feat".

The LVG C IV was an offspring of the C III. It was designed by Franz Schneider who invented and patented the synchronising system for shooting through the propeller arc that was claimed by Antony Fokker. However none of this has anything to do with

THE SAML S.2

By Gregory Alegi



WINDSOCK DATAFILE 113

the fact that the C IV is a boring subject. As in all disciplines, there are greats, not so greats and *blah*. The C IV is *blah*. I would go further and say it is scraping the barrel. The LVG C IV was a lacklustre creation that filled a small gap in the LVG output.

Let us hope this *Datafile* is only an anomaly in an otherwise superlative publication on WWI aircraft. How about a Curtiss HSL 2 or a Fokker Experimental Special?

Joel Christy

Hawker Sea Fury – History, Camouflage and Markings

by Nico Geldhof and Luuk Boerman

No 2 in the Dutch Profile series

Price: £8.95

Publisher: Dutch Profile Publications

Format: 287 mm x 210 mm, 36 pages

Cover: Laminated card

Illustrations: Black-and-white photographs and colour artwork, plus decal sheet

Think 'Sea Fury' and word association invariably brings 'Fleet Air Arm' to mind. But the ultimate Hawker piston-engined fighter also saw front-line service with the Royal Netherlands Navy (*Kon Marine*), and it is on these aircraft that this latest Dutch Profile concentrates.

Text is dual Dutch/English, but for modellers the photographs will be of greatest interest. There's a more than generous smattering of 'incident' pictures, including a heart-stopping sequence of Lt Zv2 de Kluizenaar leaping from his cockpit through flames after his Sea Fury lost its port wing in a landing accident aboard HMS *Illustrious* in September 1953.

Colour profiles illustrate variations in schemes and markings (essentially as FAA Sea Furies in Extra Dark Sea Grey and Sky, with low or high colour demarcation line), and include a drawing and colour photographs of the rarely illustrated *Kon Marine* aerobatic display team *The Aerobats*, which had orange cowlings and spinners.

Bf 109E-4

by Mark Beckwith and Jakub Plewka

Price: 7.50 Euros

Publisher: Kagero

ISBN: 83-89088-74-6

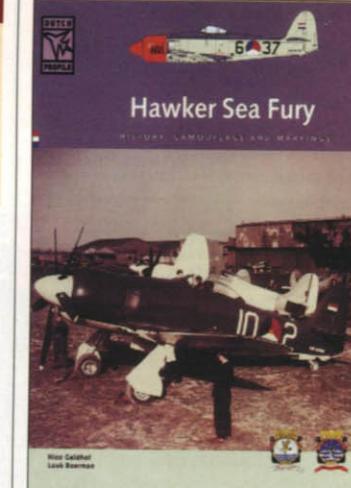
Format: 167 mm x 237 mm landscape, 44 pgs

Cover: Softback

Illustrations: 125 colour photographs.



If you are making a model of the Messerschmitt Bf 109E this *Topshots* series book is for you. It is a walk around of a beautifully restored example that is flying today — the Arado-built W/Nr 3579 that was a former mount of Hans Joachim Marseille. *White 14* is



High quality decals in 1/72 and 1/48 scales are provided that should enable any of the 47 Sea Furies operated by the *Kon Marine* to be modelled, including *The Aerobats*' aircraft and an interesting hybrid — 'J-9' with low-demarcation camouflage which damaged its starboard wing during *Exercise Verity* and was fitted with a replacement from a Fleet Air Arm Sea Fury, thus carrying Dutch markings on one wing and British roundels on the other.

For about the price of your average aftermarket decal sheet this book/decal set is a snip.

MJ

now flying in Canada with a few unavoidable nods to modern aviation like Dunlop tyres and a extra radio antenna, and it is details like these that make this book indispensable for modellers and historians alike. One touch that

I liked was the reproduction of drawings from the spares catalogue for the Bf 109E published in January 1941. I think that volume should be republished, if only to satisfy the needs of the Luftwaffe 'completists' of today! As usual with Kagero's

Topshots books, a small sheet of transfers is provided with enough markings to complete six models in 1/72, 1/48 and 1/32 scales.

Martin Dawson

Republic P-47 Thunderbolt Vol 1

by Tomasz Szlagor and Krzysztof Janowicz

Price: 17 Euros

ISBN: 83-89088-67-3

Publisher: Kagero Monograph No. 17

Format: 210 mm x 295 mm, 120 pages

Cover: Softback



This glossy volume's text covers P-47 development up to the last 'razorback' and 8th AF operations during 1943. Photos likewise, plus some from Italy. Five 56FG shots are in colour. Colour side-views show 21 aircraft, mostly 8th AF.

Detailed drawings are basically very good, though the scale bars are given only in metres. They cover all razorbacks in 1/48 (stores in 1/24) and 1/72 (no store details, but additional bubbletops up to D-40). In 1/72, differences between successive variants are usefully listed and shaded. However, the prop blade and (Hamilton Standard) hub shapes are wrong — compare with photos. From head-on the guns have spurious dihedral and uneven spacing, and their barrels are too slim. The flaps are inexplicably listed as changing size on several variants. The enclosed transfer sheet

covers codes, serials, and art for three 56FG aircraft, in both 1/48 and 1/72 scales. It's nicely printed and registered, but the whites area bit transparent.

Overall, the virtues swamp the snags. I look forward to Vol 2.

Brian Derbyshire

Modelling the de Havilland Mosquito

by Roy Sutherland

Price: 12.99

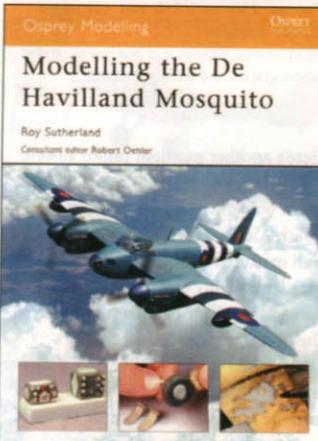
Publisher: Osprey Publishing

ISBN: 1-84176-765-8

Format: 284 mm x 184 mm, 80 pages

Cover: Laminated card

Illustrations: Colour photographs



Reading *Modelling the Mosquito* brought back memories of 40 years ago. One of the earliest Airfix kits to hit the shelves in Atlanta was their first Mosquito. It was primitive by today's standards, but it was the airplane that they flew in the movie *633 Squadron*.

Osprey's book is packed with useful information, including lists of Mosquito variants, modelling accessories (such as conversions and detail parts), and decal offerings. The excellent close-up photos of interior and landing gear detailing alone are indispensable. There is a list of published references and there is even a list of Mosquito-related websites and a page of nicely printed colour samples.

As you would expect, there is also plenty of modelling going on in this title also. Readers can choose from three 1/48 scale projects and one in 1/72. The first four builds are presented so that a reasonably experienced modeller will be able to use the text and photos to build a distinctive and detailed model of the Mosquito. The last project is an amazing 1/48 scale depiction of a

Mosquito that was sprayed by the burning fuel of its victim, but nevertheless safely returned to base. There are 65 instructive photos in this section alone to help more experienced modellers accomplish similar results with patience and care.

Whether you are a novice model builder or a veteran modeller with a number of Mosquitoes sitting on your display shelf, I suspect that after you read *Modelling the Mosquito* you will want to get a Mossie kit out of the build pile, or jump on the web or hustle out to the local shop and pick up one of those jewels from Hasegawa or Tamiya.

I hope that Roy Sutherland has more titles coming, and soon.

Steve Palmer

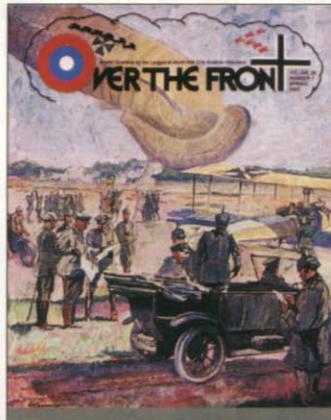
Over The Front Vol 20

edited by Al Roesler

Volume 20 is the last *Over the Front* to appear under the editorship of Al Roesler. During his time a great improvement to this invaluable publication has been seen, with added colour inside and introduction of the popular 'Rare Birds' feature.

It continues to impress, and this issue is no exception, with a very interesting article on WWI observation balloons which includes excerpts from an archive compiled by Marcel Bouvet, an observer with the French. It is loaded with pictures of this not so well documented aspect of Great War aviation. Also included are sketches made by adjutant Bouvet. Ever wonder what it must have been like to be attacked by an enemy aircraft whilst hanging from a wicker basket? Wonder no more, it is all here.

'Rare Birds' features the Junkers monoplanes and the techniques used to fabricate these first all-metal aeroplanes — a must for any enthusiast of corrugated skinned aircraft. On the back cover are three colour profiles of Junkers



types by Bob Pearson.

Also included are articles on the 11th Aero Squadron and the fascinating story of America's first air war in Mexico. It tells of the tentative beginnings of what came to be the great US Air Force.

For details of subscriptions and back issues visit www.overthefront.com

Joel Christy

MiG-29 Topshots

by Kageroy Maciej Niecko and Albert Osinski

Price: 7.50 Euros

Publisher: Kagero

ISBN: 83-89088-73-8

Format: 280 mm x 215 mm, 128 pages

Cover: Softback

Illustrations: Colour and black-and-white photographs and paint schemes



Here's another excellent photo album on a very interesting aircraft. The photo shoot was taken from a number of Polish Air Force *Fulcrums* and includes well mastered close-ups. All are of excellent quality and the choice of subjects is superb. The book provides the best coverage of the MiG-29's cockpit I have seen to date and also gives unique views on opened avionics bays and the innards of many access panels.

As with the other Kagero

publications, the book comes with a decal sheet that would allow a modeller to build any of the machines represented in the book in 1/72, 1/48 and 1/32 scales. They are printed by Techmod and as one can expect from this reputable producer are thin and in perfect register.

For the MiG-29 modeller this book is a definite 'must have', and highly recommended!

Konstantine Malinovski

MiG-21MF Topshots

by Krzysztof Barcz and Dariusz Warszawski

Price: 7.50 Euros

Publisher: Kagero

ISBN: 83-89088-62-2

Format: 40 pages

Cover: Softback



The introduction is in English, giving a brief but concise history of the MiG-21 in Polish service since 1961, with the focus on the MF version, while the rest of the text dual Polish/English. This is accompanied by 39 pages of high quality colour photos of the MiG-21MFs and two-seater trainer 'UMs serving with 10 ELT. Useful and interesting are the images of the internals of the aircraft under those inspection covers, especially the different paint finishes and wiring detail. Accompanying the photos there are 14 line drawings.

To round all this off, Kagero supply a

decal sheet in 1/72, 1/48 and 1/32 scales for the featured aircraft 'White 7809' and for 'Red 7907', which as far as I can see does not appear in the book. The decals are printed by Techmod and thus should be up to the highest standard, apart from the small dragon emblem in 1/72 scale, where the lighting bolt is broken up.

Kagero have produced a 'walkaround'-style book of the highest quality, a must book for any one making a MiG-21MF or 'UM in any scale.

Tim Large

Douglas A-4 Skyhawk Attack and Close Support Fighter Bomber

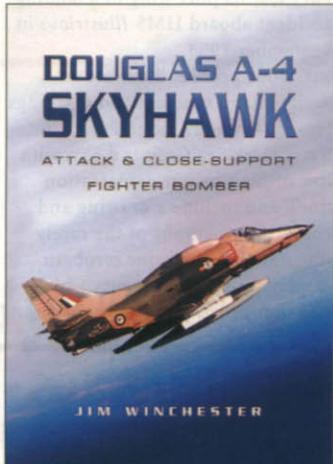
by Jim Winchester

Publisher: Pen & Sword

Price £29.99

ISBN: 1-844151-085-2

Format: 200 mm x 250 mm, 304 Pages



This is an in-depth look at the design, production, evolution, operation and performance of the aircraft that first entered service with the US Navy almost 50 years ago. It is still in service with various US units and remains the backbone of many of the air forces of those countries to which it has been exported. Originally conceived as a carrier-borne fighter bomber, and designed by a team led by the legendary Ed Heinemann, as the Skyhawk has evolved it has taken on other roles, and this is reflected in the diversity of the book's coverage. It also includes first-hand accounts of flying the Skyhawk in action.

A well laid-out and presented book

that provides a one-stop reference point for what is a labyrinthine subject. Highly recommended.

Barry Brine

Three's Company - An Illustrated History of No. 3 (Fighter) Squadron RAF

by Jack T C Long

Price: £25.00

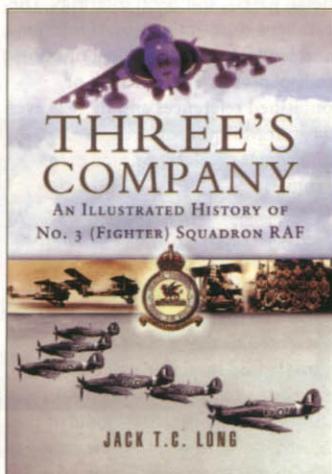
Publisher: Pen & Sword

ISBN: 1-844151-158-1

Format: 250mm x 180mm, 220pp

Cover: Hardback

Illustrations: Black/White Photographs



This is a Squadron memoir written and compiled by an ex-3 Squadron aircrew member relying heavily on the resources of the Squadron association. The first chapters cast light on the beginnings of British military aviation, since No.3's predecessor formation, the 'Air Company' operated the first heavier than air machines in British service, a 'Third shall be First'

tradition which will continue when No.3 takes Eurofighter into its first RAF Squadron service next year. There is much fascinating history discussed, in a narrative style.

A series of reminiscences by various Squadron aircrew covering types flown by the Squadron in the post war period provides the main theme. Since No.3 in its various incarnations has operated jet fighters and strike aircraft almost continually since WW2, there are some very interesting flying tales, covering aircraft such as the Vampire, Sabre, Hunter, Javelin, Canberra and Harrier.

Although the book is fascinating for an aviation enthusiast who likes to

know more of the challenges of early military flying, early jet aircraft and their crews, modelling interest will be limited. The photographs are black and white throughout, and while several of the pictures are historically interesting, I was disappointed by the poor publishing quality, particularly of some of the more recent shots.

If, like me, you find tales of the day-to-day job of maintaining an effective military force with the esoteric and frequently idiosyncratic machinery of the early jet age fascinating, this book will hold your attention.

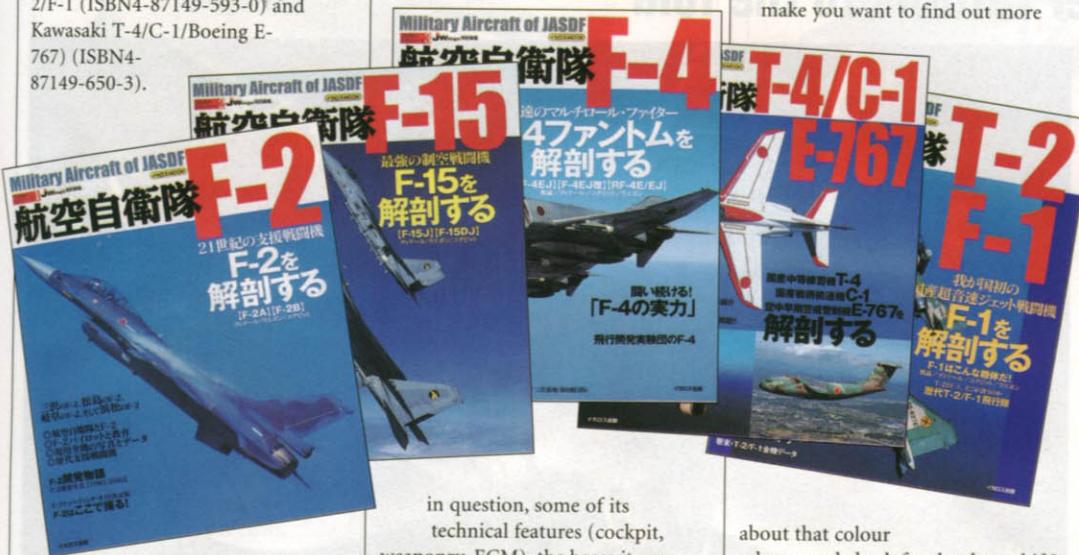
John Bisset

Military Aircraft of JASDF Vol 1-5 and 50th Anniversary of Japan Air Self Defence Force

The first five of these softback books, each of approximately 120 pages of slightly under A4-size cover the following aircraft: Mitsubishi F-2 (ISBN 4-87149-475-6), F-15 Eagle (ISBN 4-87149-522-1), F-4 Phantom (ISBN 4-87149-556-6), Mitsubishi T-2/F-1 (ISBN 4-87149-593-0) and Kawasaki T-4/C-1/Boeing E-767 (ISBN 4-87149-650-3).

While my knowledge of the Japanese language is non-existent, the picture, diagrams and layout make me reasonably confident in stating that all the books cover, in more or less detail, the history of the aircraft

meat of the text illustrated with many photographs. Obviously if you read the language you'll get more out of them than I have, but from a modelling point of view I would class these as more inspiration than pure reference. Many of the pictures make you want to find out more



In all cases the general layout is the same with half the pages are in colour and all in Japanese except for a number of page headings such as 'Cockpit' and 'Weapon', which seems strange to me.

in question, some of its technical features (cockpit, weaponry, ECM), the bases it uses and units operating it, organisation charts and an appendix listing serials of all aircraft of that type.

The general layout is 40-odd pages of captioned colour pictures in a sort of 'walkaround' feature, then the

about that colour scheme and check for decals, and if I wasn't already onto my fourth and fifth JASDF F-15 Aggressor I would already be scouring the web for more pictures. That said, they undoubtedly have some value as reference works too.



The 50th Anniversary of Japan Air Self Defence Force is in a slightly larger format, very nearly A4 and has 160 pages, the first 110 of which contain some of the best aircraft photos I've seen. Again, not really a modeller's reference work, more an inspirational coffee table publication.

If you like Japanese aircraft seek out these books, as the quality of the photography is outstanding and the subject matter colourful. Highly recommended.

PM

Every year THE FIRST WORLD WAR AVIATION HISTORICAL SOCIETY publishes four journals recording original research by our members, illustrated with hundreds of photographs, plus colour profiles and scale drawings. We also award Annual Trophies for the best 1:48 and 1:72 scale World War 1 aircraft replicas at IPMS SCALE MODELWORLD

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Feedback

A lapsed modeller returns to the fold

Letter of the month

Dear Sir,

This year, I renewed my acquaintance with scale modelling after a long interval (more than 30 years if I discount an ill-advised and unconsummated liaison with an Airfix Honda 750 Four in the mid-1970s).

I bought the recent Vol 11, Iss 8 *SAMI* and found it a really good read; full of well written, informative articles and mercifully few 60-page treatises on scribing techniques, optimum decal water temperatures, etc.

The 'Wooden Art' article in September's issue by Norman Lees, however, was little shy of an epiphany! It is impossible not to marvel at the refinement of skill required to transform a piece of tree into objects of such sublime beauty. My personal favourite is the Short *Mercury/Maia* combo on Page 872...what a feat! I well remember, as a child, being impressed by a photo of this strange beast in the Aviation section of my father's encyclopaedia. Mr Lees (may I call him 'Sir'?) has captured the essence of the aircraft perfectly. I feel suitably humbled, and henceforth will spend less time crying into my pillow when I split a decal, or fail to get a photoetched seatbelt to 'drape' convincingly.

Meanwhile, reading *SAMI* confirms my suspicion that there has



never been a better time to be aircraft modelling! The wealth of subject material now available — kits, aftermarket jewellery and finishing media — is awesome in quantity and quality.

However, there are a few mystifying gaps in the product portfolio: I would like to make a plea to manufacturers for more US jets of the 1950s and early 1960s. I'm knee-deep in opportunities for WW2 Luftwaffe and Axis aircraft, some wilfully obscure, but can I find a decent F-80 Shooting Star? No, the first aircraft to engage in conclusive

jet-vs-jet combat is unavailable in model form. Similarly, the dear old F-100 Super Sabre eludes me in 1/48 scale, and a dependable Cougar, Panther or Fury kit for less than Lottery win money remains a dream. Classic Airframes are doing wonders with early British jets, but we should have more of the big, glam (and sometimes dumb) American whizzers.

Respect, then, to FM and Special Hobby for at least putting the F-84F on their respective 'to-do' lists, and to AMTech for promising us a trio of F2Hs. Clearly, the right intention is

there; it just can't happen too soon!

Philip Rogers

Harrow, Middlesex

The 1/48 Monogram Panther was reissued in the summer as a photo-rece F9F-5P, but 1/48 F-80s and F-100s are indeed not on current stock lists so far as we can see. Welcome back to modelling Mr Rogers (and we love that term 'aftermarket jewellery'!).

Ed.

Congratulations to this month's winner of the Revell 'Letter of the Month Competition'. Philip receives a Revell Air Brush Set.

Carp not coy about nose-art

Dear Sir,

I'm sure that by now you have received some feedback regarding Angus McDonald's review in the July *SAMI* of the VC-54 *Sacred Cow* (just a little, and we're still blushing. Ed). After Franklin D Roosevelt died in 1945, *Sacred Cow* was assigned to General Charles Carpenter, who was the first Chief Chaplain of the Army Air Corps and ran with the likes of Ira Eaker, Carl Spaatz, Jimmy Doolittle



and Curtis LeMay. He was quite fond of LeMay, as the two shared a passion for baseball. I was very fortunate to have known Dr Carpenter (a Methodist minister in my family's church when I was younger), or 'Carp' as my father called him. I have wonderful memories of attending baseball games with him as well as numerous airshows at Dover AFB in

Delaware. *Sacred Cow* now resides at the US Air Force Museum in Dayton, and has been very nicely restored, FDR's elevator and all.

Regarding my letter in September's 'Feedback' about the artwork on *Air A Cutie*, I recall having a conversation with Carp on the subject of nudity and nose art during the war. Carp's view was that if it boosted the morale of US airmen, he was all for it. Ironically, it was the prudish views of

those like Curtis 'Bomb them back to the Stone Age' LeMay that dictated censorship of some nose art later in the war.

Jim Crabbe

via email

Images from the collection of John R Barksdale

Send Your Letters To...

Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.

Readers' Feedback

The views expressed in this column are not necessarily those of SAM Publications. Reader's address details must be supplied but we will only publish them if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.



Revell UK are offering a monthly prize for Readers' Letter of the Month.



Angus applauded!

Dear Sir,

In defence of Angus McDonald, who was pulled over the coals by a fellow countryman of mine (September 'Feedback'), I doubt that many US citizens could tell you if the immediate predecessor of Elizabeth II was George VI, George II or Edward the Confessor.

Don't worry about the error in Roosevelt recognition, Angus, just keep on putting out the appealingly humorous reviews, consistently written in your singular style, which are more interesting than those of any other kit reviewer with whose work I'm familiar.

John Bulli

Springfield, Illinois, USA

We echo your sentiments about Angus, Mr Bulli. He's one of our most prolific reviewers and builders, covering a wide variety of subjects. And who doesn't empathise with the occasional frustrations and problems about which he is ever candid?

Ed



Hunter tracked down



Dear Sir,

Congratulations on the new format of SAMI (I have all copies from No 1), especially the extended kit reviews and new kit data.

Having already bought a fleet, I agree with most of Ivor Ramsden's comments in his review of the Revell Hunter F.6 (Vol 11 No 10), but I cannot agree with the proposals to extend the 'dog tooth' leading-edge and inner pylon inboard by about 5 mm, or to increase wheel diameters. These changes would spoil an otherwise excellent kit.

I ran into the 'dog tooth' position problem when building this kit in the 4 FTS red, white and grey scheme on Xtradecal sheet X427-72. The decal sheet illustration shows the red paint line on the wing running from the aileron inner edge to the dog tooth inner edge whilst remaining parallel to the aircraft longitudinal axis — not possible on the kit! After some research, it became apparent that several Hunter drawings (e.g.

Warpaint No 8) show the aileron and dog tooth longitudinally aligned, whereas the aileron should overlap the dog tooth by 7.25 inches! A photograph of XF526 in Warpaint No 8 clearly shows the red paint line on the wing running inboard of the dogtooth.

Having access to Hunter FGA.9 XG524 preserved at the Norfolk and Suffolk Aviation Museum, Flixton, Suffolk, I was able to measure the aircraft, and comparing my measurements, converted to 1/72 scale in inches, compared to the kit dimensions, within the limits of moulding technology I believe that this kit is close enough for accuracy in this scale and does not need changes. And the canopy fits perfectly in the open position!

Arthur Banyard

Saxmundham, Suffolk

Hasegawa Lancaster

Dear Sir,

In reading the interesting review of the Hasegawa Lancaster in October's SAMI I was somewhat bemused by James Griffiths' remark that "a decision has to be made as to which version (Mk I

or Mk III is to be modelled".

The main difference between those Marks was that the Mk I had Rolls-Royce-built engines and the Mk III had Packard-built R-R engines. The various aerials, pitot masts, bomb aimer's blister or cockpit observation

blisters did not determine the Mark.

Of the aircraft for which decals are supplied in the kit R5868/PO-S was a Mk I, ED539/PO-V was a Mk III. Fig 2 in the kit's instructions show PO-S with the early pitot mast, bomb aimer's and cockpit observation

blisters, and at this period it had needle-bladed propeller. Fig 1 shows the same Mk I with Rebecca (H) aerials, later pitot mast, larger bomb aimer's blister, no cockpit blisters and paddle-bladed propellers. Both show windshield washers, which seem to have been omitted from the Review model.

In spite of this rambling, thank you for an excellent review, and a fine magazine.

Just one thing more: could you possibly persuade one of your excellent team of contributors to make a detailed model of a Lancaster Mk II — the one with Bristol Hercules radial engines?

Jim Crier

Fleetwood, Lancs



Any volunteers for a radial-engined Lanc among you excellent reviewers out there?
Ed

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Collectors item 'Hitler's Luftwaffe' book. Dust jacket slightly damaged, otherwise in excellent condition. This book has been out of print for over 25 years. Best offer over £50 plus postage secures. ☎ Manly, 15 The Brook, Old Alresford, Hants SO24 9DQ ☎ 01962 735968

Aviation Kits for Sale, mostly 1/72, at discounted prices. For list ☎ amercoline1@aol.com ☎ 01244 811528 or write Ralph Rogers ☎ 73, Golftyn Drive, Connah's Quay, Deeside, Flintshire, CH5 4BQ

Open to offers for: 1975 Airfix calendar (good), AMT XB-70 Valkyrie (sealed), Doyusha 1/100 Concorde, Airfix Vostock, MM 1/48 Bristol Bloodhound, plus others. SAE for list. Dave Mears ☎ 83 Langley, Bretton, Peterborough PE3 8QD

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Wanted desperately! 1/48 scale

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/72 RAF Bombers Part 3 Halifax I/II/III, Mosquito etc. Fred Turner ☎ 01749 677080 ✉ fred.turner@btinternet.com

Male and female aircraft modellers

to join NATO/Battle of Britain Model Aircraft Society. It's free! Can any reader help me find a job making model aircraft? Ian ☎ 07723 900831 (York)

I/72 Fox One Decals sheet 72-008

(B-52H) required. Would like to purchase/trade for the above sheet. Contact Nigel Pittaway

✉ nmpittaway@hotmail.com

Instructions for Hasegawa I/32

scale OA-4M (CH6) and A-4E/F Skyhawks (S2). Eddie ☎ 0775 2438 941

I/72 scale Folland Gnat Wing

Any kit type, either port or starboard, doesn't matter. Contact Martin Garrett

✉ 077331 88534

Any unwanted JLR-100R fuel tanks/

rocket pods. 500- and 1,300-litre fuel tanks and MATRA 511 and 530 AAMs gratefully accepted for Mirage project. Andy Kime ☎ 01628 487668

Short-run kits wanted

1/72, 1/48, American/British 1940s to '60s my main interests, but anything considered if fairly cheap! Sorry, no vacforms, but resin kits fine. Also need instructions for Trumpeter 1/72 Ilyushin Il-28 — can you help? Please send kit lists to Nev Fadriss ☎ 6 Derby Street, Mossley, Ashton-under-Lyne, Lancs OL5 9NU

Nosecap for Tamiya Dewoitine

1/48 D.520. Contact Stephen Galvin

✉ 16 Vicarage Street, Hollinwood,

Oldham OL8 4QG, ☎ 0161 682 3353

Aeromaster decal sheet 72-156

Lancaster Bombers Part 1. Contact Keith

✉ 07960 906717

✉ toonmaguk@yahoo.co.uk

Revell I/32 scale Hawker Hunter

undercarriage parts as shown in construction stages 25-36 of instructions, and two-piece canopy parts nos 90 and 91

✉ haydn22@btopenworld.com

Finnish decals for I/72 Piper

Chieftain from Galdecals sheet No 72007. Daniele Lamberti ☎ Via Gasparini 11/1, 24125-Bergamo, Italy

Italeri Kit No I41 YF-12 'The Thing'.

✉ 07811 427053

Does anyone have these detailing

and decals sets? DB Productions Cat No DB4 Wellington Mk 2/4 Merlin engines; Final Touch FTA079 Grumman TBF Avenger propeller; Eagle Strike 72006 TBF/TBM Avenger/F6F Hellcat Fleet Air Arm # 1; Tally-Ho Canada 7022. Grumman Hellcat Mk I; Reheat Models RH030 1/72 Radar Screens and CRT Displays, and RH033 1/72 Cockpit Switch Consoles, Modern and Vintage. Reasonable prices paid, plus postage, or if you know of any company that still has stock please contact Bill ☎ 01454 329512

Airfix decals for foreign Spitfires

and Hawker Hunters of Iraqi, Jordanian, Saudi Arabian and Indian air forces, or colour photos of them and 1950s aeroplanes of most foreign air forces, but no USA. Contact Ian ☎ 07723 900831

Saudi Decals for EE Lightning

Cutting Edge sheet CED 72077 Saudi decals needed desperately. Will swap for others or pay cash. Contact Peter

✉ petersoden@hotmail.com

Revell I/32 scale SA330 Puma

helicopter, Kit No 04412 ☎ 01526 320882

Italeri/Testors SR-77 Penetrator

'Project Aurora' spyplane with XR-7 Thunderbolt, Kit No 034. Also Microscale decal sheets 72-461 and 72-462 for Lockheed U-2 ☎ 07811 427053

Scale Aviation Modeller

International Vol 1 Issue 12 wanted for complete set. £10 paid for presentable copy. Andy Kime ☎ 01628 487668

Fujimi I/72 Spitfire Mk XIX

✉ brian@godsell44.fsnet.co.uk

AMT/ERTL Boeing EC-135C

'Looking Glass' Airborne Command Post

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Model Aircraft Monthly March 02

Volume 1 Issue 3 all costs covered — contact Mike ☎ mahyrons@hotmail.com or ☎ UK 01689 300 999 ext 2297

Wanted-decal sheet & instructions

for Matchbox Churchill AVRE Bridgelayer, 1/72 RAF WW2 dull red codes and clear sprue for Airfix He177 ☎ Mark on 01234 217487

Spitfire Prototype and Speed

Spitfire Decals in 1/72nd scale. Any manufacturer welcomed. Good price paid for either. Martin Garrett ☎ 077331 88534

Urgently wanted: Studio 27

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✉ patrick.m.watson@btinternet.com

HELP

Thank you to the kind gentleman

that answered my plea for RNZAF decals. Due to your kindness and generosity I am now building my Avenger and Dauntless (and later a P-1) in Kiwi markings. Tony O'Toole

Will build model aircraft, any air

force 1940s to 1960s, Spitfire to Sabre, RAF past and present for whoever brings the kit. Ian ☎ 124 Rowntree Avenue, York ☎ 07723 900831

Does anyone have details on

Staffelkapitän Oblt. Gerhardt Schopfel's aircraft Bf 109E 'Yellow 1' of 9./JG 26 based at Caffiers, France in August 1940 — Photos, Werk number and colour scheme etc. or any further information and or interesting material — contact Mike

✉ mahyrons@hotmail.com or ☎ UK 01689 300 999 ext 2297

PEN PALS

I am looking to write to

modellers with similar interests, which are WWII British and German aircraft, modern American from about F-5 to present and I also have some interest in armour as well. Contact Darrell Ostrowski ☎ 202 Westgrove Way, Winnipeg, M.B. R3R 1R9, Canada ☎ berhawk007@hotmail.com

I would like to exchange kits,

magazines, photographs etc with a UK enthusiast. Contact Vadav Simecek

✉ Wernichova 964, 152 00 Praha 5, Czech Republic

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Battle of Britain Model Aircraft Soc.

Free to join if you are any age, male/female, interested in BoB aircraft. Ian ☎ 07723 900831

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Events Diary

2005

NOVEMBER

● November 19th – 20th Scale Modelworld 2005!

IPMS(UK) presents, The Past, The Present, The Future... The world's biggest and best Model Show. Everything for the hobby under one roof! Make a note of the dates in your diary NOW!

● November 6th Lier Convention 2005

An International modelling Event at CC 'De Mol', Aarschotsesteenweg 5, 2500 Lier. Contest, clubstands, international vendor, demonstrations, Tombola, etc... Theme this year is 'Russian'. Free Admission. For more details please visit www.modelbouwclublier.be

● November (TBC)

IPMS Philippines

3rd IPMS Philippines Bert Anido National Scale Model Competition. Venue to be announced



DECEMBER

● December 4th Midland Air Museum Xmas Model Show

For more details contact the Midland Air Museum, Coventry Airport, Baginton, Warwickshire CV8 3AZ ☎ 02476 301033

● December 11th Thames Valley Scale Models Club Kit Swap

at Liston Hall, Liston Road, Marlow, Bucks. 10 am to 4 pm. £10 per table plus £1 car parking. For bookings of further details contact David Slade ☎ 01494 711259 or Keith Sherwood ☎ 01494 533778 evenings only

2006

JANUARY

● January 8th Croydon Airport Aeronautical Collectors' Fair

Croydon Airport Terminal Building, Purley Way (A23), Croydon, Surrey. 10.30 am start. Aviation and military books, plastic kits, models, airline collectibles, military collectibles, flying clothing, toys. All inside stalls, easy free parking, refreshments. Acebell Aviation ☎ 01737 822200

FEBRUARY

● February 5th ModelKraft 2006

For more information visit www.mksmc.co.uk

● February 12th IPMS Leeds & District Annual Model Show and Competition

Huddersfield Sports Centre. Contact Haydn Hughes ☎ 01924 263803 ☎ huddersfield2006@aol.com

MARCH

● March 4th

8th Annual East of England Model Show

presented by Greater Peterborough Model Club at Peterborough Town Hall. 10 am to 4 pm. Admission free. 12+ traders and 18 club tables. Refreshments all day. For details and bookings contact David Martin ☎ 01733 380250 ☎ the3martins@btopenworld.com

● March 25th

13th Annual Model Contest & Swap Meet

hosted by IPMS Roscoe Turner at the Raymond Park Middle School, 8575 East Raymond St, Indianapolis, Indiana, USA. For contest information contact Kevin Burns ☎ (00 1) 317 847 7036 or ☎ kjb599@yahoo.com. Vendor information contact Ron Young ☎ youngones@insightbb.com, write ☎ PO Box 1376 Greenwood, IN 46142 or visit www.ipmsroscoeturner.org

● March 25th – 26th IPMS Moorsele Model Show & Competition

OC De Neerbeek, Bissegem-Kortrijk, Belgium. For information contact ☎ P Debaere, Wulpendamstraat 15, 8630 Veurne, Belgium ☎ (00 32) 32 58 31 73 58 ☎ filsoft@pandora.be

March 25th – 26th Maquette Club Thionvillois 11th Int. Model Show and Tamiya Trophy

Jean Burger Hall, Thionville, France. Contact Laurent Gutt ☎ Maquette Club Thionvillois, 9 rue d'Austrasie, F-57100 Thionville, France ☎ www.mct57.org

APRIL

● April 1st – 2nd Model-Ex 2006

Windmill Primary School, Windmill Lane, Raunds, Northamptonshire. Visitors choice competition. 10am-5pm Saturday, 10am-4pm Sunday. Adults £2.00 Children £1.00. ☎ www.northantsmodelmakers.org.uk ☎ 01933 312364, 01933 680044 or 01604 701931

● April 8th Mosquitocan 2006

New Jersey IPMS Annual Model Contest and Hobby Vendor Flea Market, Police Athletic League Hall, PAL Drive, Wayne, New Jersey, USA. Show theme: 'CBI: China-Burma-India Theatre of War'. Info contact: Tom VanDerMark ☎ (00 1) 732 525 1034 ☎ tombool@optonline.net. Vendor contact Gary Kingzett ☎ (00 1) 201 767 8926 ☎ gkingzett@optonline.net. For more info visit <http://hjipms.org>

● April 22nd – 23rd 10th Jubilee International Model Exhibition and Competition

West-Hungarian University, Faculty of Agricultural and Food Sciences, 9200 Mosonmagyarovar, Var 2, Hungary. Contact Pataki Aron ☎ +36 30 348 3605 ☎ archie@freemail.hu

● April 28th – 29th IPMS Space Coast Regional Contest

for IPMS Region 11, the Elk's Lodge, 2955 Columbia Blvd, on SR 405, Titusville, Florida. Contact Rick Bellanger ☎ rbellanger@bellsouth.net or ☎ (00 1) 321 633 4717 (between 5pm and 9pm local only) for contest information. Visit www.ipmsspacecoast.com for updates

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

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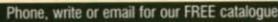
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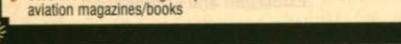
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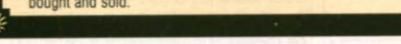
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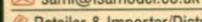
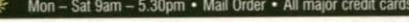
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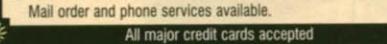
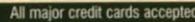
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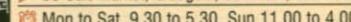
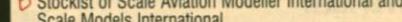
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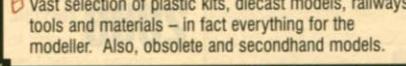
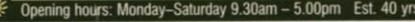
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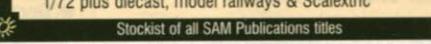
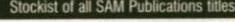
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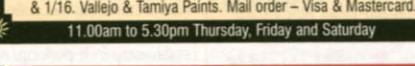
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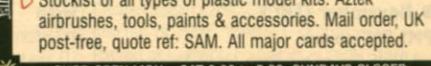
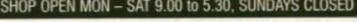
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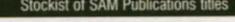
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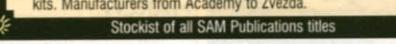
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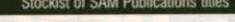
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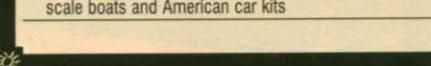
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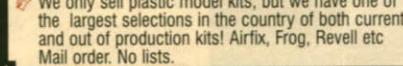
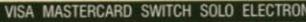
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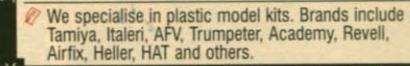
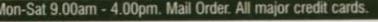
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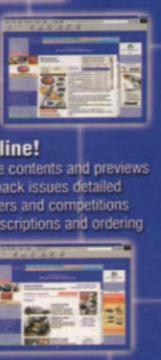
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